

PROJECT 10073 RECORD

1. DATE - TIME GROUP 11 Jul 68 0300 local 1200Z	2. LOCATION EIELSON AFB, ALASKA mult
3. SOURCE military	10. CONCLUSION RADAR: Probable Anomalous propagation VISUAL: Probable Astronomical (MOON) <i>gjt</i>
4. NUMBER OF OBJECTS one	Comments: See reverse side of card
5. LENGTH OF OBSERVATION 25 mins	11. BRIEF SUMMARY AND ANALYSIS At 0300 local, several aircraft controllers sighted a large orange or yellow light in a clear area of sky south of the base. The light did not move much laterally (except slightly west) and gradually became dimmer until it disappeared to 0325 into the haze that had moved into the area. The Fairbanks RAPCON was contacted, by the tower personnel, and reported radar returns south of Eielson AFB.
6. TYPE OF OBSERVATION ground visual	
7. COURSE see case	
8. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
9. PHYSICAL EVIDENCE <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

FORM
FTD SEP 63 0-329 (TDE) Previous editions of this form may be used.

4. AS Squadron at Murphy Dome located 35 km west of Eielson AFB was reported no visual or radar sightings in area in question. No sightings were made. There were no known aircraft or balloons that could have been in the area. There was a good correlation between times of the radar sightings and visual sightings. Radar sightings do not correlate well with visuals in reference to movement, number of objects involved and position of objects. This combined with the report by the RAPCON console operator that he thought the paints were radar returns indicates that the radar paints were indeed due to anomalous propagation. At 0300 local the moon was at azimuth of 194 deg and elevation of 5 to 6 deg and was nearly a full moon (full moon 10 Jul 68). At about 0325 local it was at azimuth of 201 deg az and at about 4 to 5 deg elevation. This combined with the report that the object was seen in a bright patch of sky and that the sky gradually hazed over in the south would seem to indicate that the observers were looking at the moon.

(1) Agencies Contacted:

- (a) Fairbanks Approach Control Center.
- (b) Fairbanks Flight Service.
- (c) Fort Wainwright Airfield Operations.
- (d) Eielson Air Force Base - Base Operations.
- (e) Fort Greely Flight Operations.
- (f) Fort Greely Range Officer - (Who also checked all appropriate organizations working in the Fort Greely area).
- (g) Fort Wainwright Range Officer - (Who also checked all appropriate organizations working in the Fort Wainwright area).
- (h) Alaskan Air Command - Command Post.
- (i) Alaskan NORAD Region Combat Center - (Who also checked applicable organizations within the NORAD Region).
- (j) Alaskan Air Command - Intelligence.
- (k) 13th Missile Warning Squadron - Clear MEWS.
- (l) Det 2, 11th Weather Squadron, Eielson AFB, and Fairbanks Weather Service. (See Atch # 4).
- (m) Alaska Land, a Fairbanks commercial organization which occasionally flies a manned balloon.

(2) Information Requested:

- (a) Known aircraft flights which could possibly place the aircraft in the area in question.
- (b) Knowledge of the launching of any vehicles which could, at any time, enter the area in question, i.e., rockets, balloons, flares, etc.
- (c) Knowledge of any organization which might launch, or have knowledge of the launch of any aircraft or vehicle which could enter the area in question.

3. CONCLUSION:

a. The three primary personnel involved in the visual sighting are highly dependable individuals. Their job calls for careful screening, extensive training, and consistently high performance and reliability. Their work requires constant observation and identification of a great variety of aircraft.

b. It is unlikely that the witnesses involved would be unable to identify an aircraft, balloon, weather occurrence, or other recognizable natural phenomena.

c. Radar Confirmation:

(1) The RAPCON console operator is a highly trained, experienced and reliable specialist.

(2) The times of radar sightings correlate quite well with visual sightings.

(3) Radar sightings do not correlate well with visual sightings in reference to movement, quantity of objects involved, and position of objects. (See Atch # 5).

(4) False radar returns are not unusual. These returns, called "ghosts" by radar operators, sometimes act in much the same manner as the returns received on the morning of 11 July 1968.

(5) The console operator on duty on 11 July told the investigating officer that, had tower personnel not queried him concerning returns received from the south, he would have attributed these returns to routine "ghost" tracks.

(6) Though it is perfectly possible that radar returns were caused by objects reported by witnesses, it is equally possible that there is no relationship between the visual and electrical sightings.

d. It is unlikely that the object observed was a vehicle launched or flown by any local civilian or government agency.

e. The sighting which occurred on the morning of 11 July 1968 is an "Unidentified Flying Object" as it has not been explained and appeared out of the ordinary. It is therefore reportable under the provisions of AFR 80-17.

Robert S. Adams
ROBERT S. ADAMS, Major, USAF
Intelligence Officer

5 Atchs

1. AF Form 117 (3 Rpts), w/1 Atch
2. RAPCON Ltr, Mr. Sproul, w/1 Atch
3. Statement, Maj Garmon
4. Weather Rpt, Capt Wiess
5. Map, Visual & Radar Sightings

SIGHTING OF UNIDENTIFIED PHENOMENA QUESTIONNAIRE

BUDGET BUREAU APPROVAL
NUMBER 21-R153

THIS QUESTIONNAIRE HAS BEEN PREPARED SO THAT YOU CAN GIVE THE U.S. AIR FORCE AS MUCH INFORMATION AS POSSIBLE CONCERNING THE UNIDENTIFIED PHENOMENON THAT YOU HAVE OBSERVED. PLEASE TRY TO ANSWER ALL OF THE QUESTIONS. THE INFORMATION YOU GIVE WILL BE USED FOR RESEARCH PURPOSES. YOUR NAME WILL NOT BE USED IN CONNECTION WITH ANY OF YOUR STATEMENTS OR CONCLUSIONS WITHOUT YOUR PERMISSION. RETURN TO AIR FORCE BASE INVESTIGATOR FOR FORWARDING TO FTD (TDETR), WRIGHT-PATTERSON AFB, OHIO 45433, IAW AFR 80-17. (IF ADDITIONAL SHEETS ARE NEEDED FOR NARRATIVE OR SKETCHES ATTACH SECURELY TO THIS FORM OR ANNOTATE WITH YOUR NAME FOR IDENTIFICATION.)

1. WHEN DID YOU SEE THE PHENOMENON?

DAY 11 MONTH July YEAR 1968

2. WHAT TIME DID YOU FIRST SIGHT THE PHENOMENON?

HOUR Approx 0300 MINUTES ☒ A.M. ☐ P.M.

3. WHAT TIME DID YOU LAST SIGHT THE PHENOMENON?

HOUR 03 MINUTES 25 ☒ A.M. ☐ P.M.

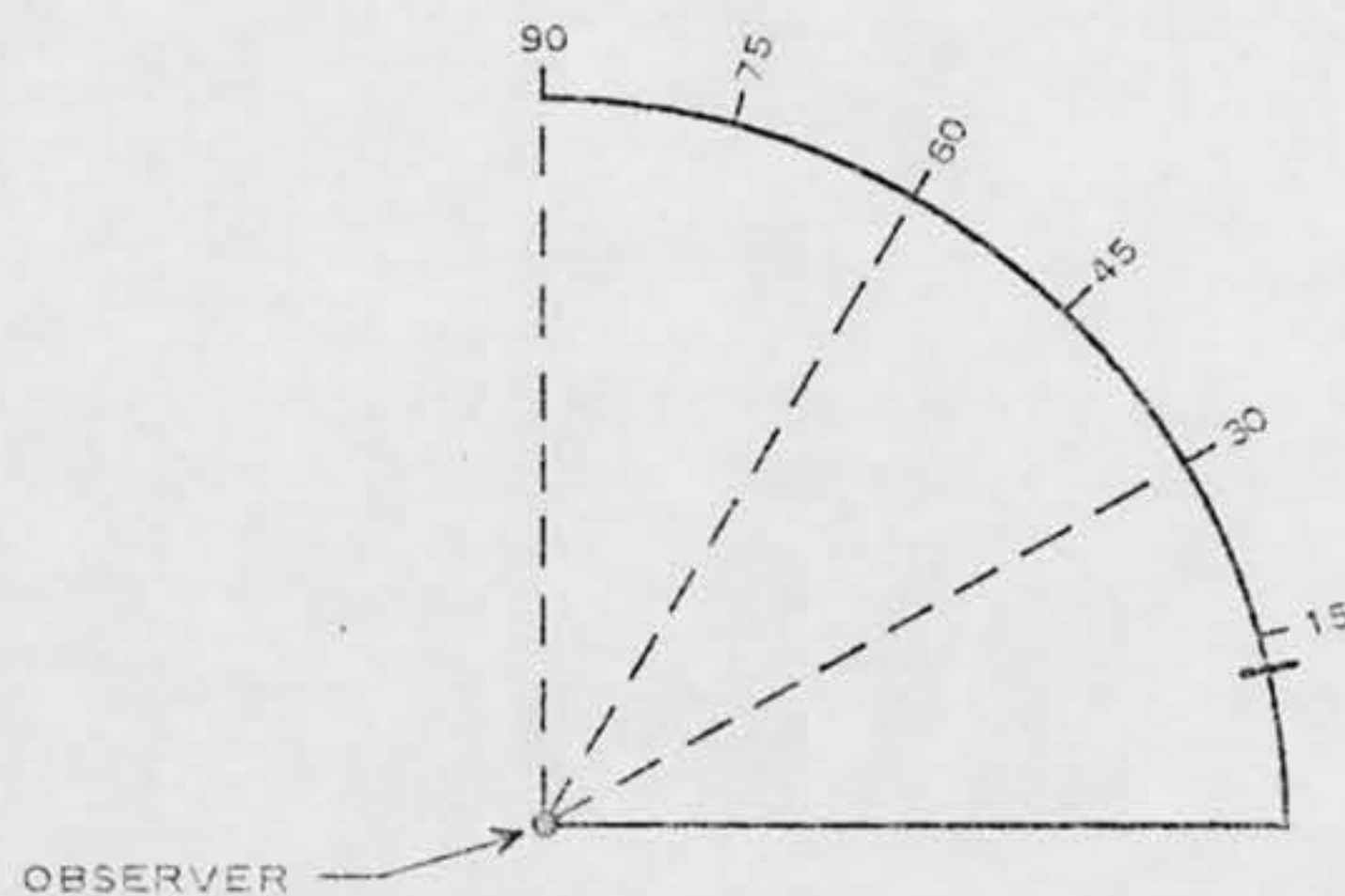
4. TIME/ZONE

☒ DAYLIGHT SAVINGS☐ STANDARD☐ EASTERN☐ CENTRAL☐ MOUNTAIN☐ PACIFIC☒ OTHER Alaska

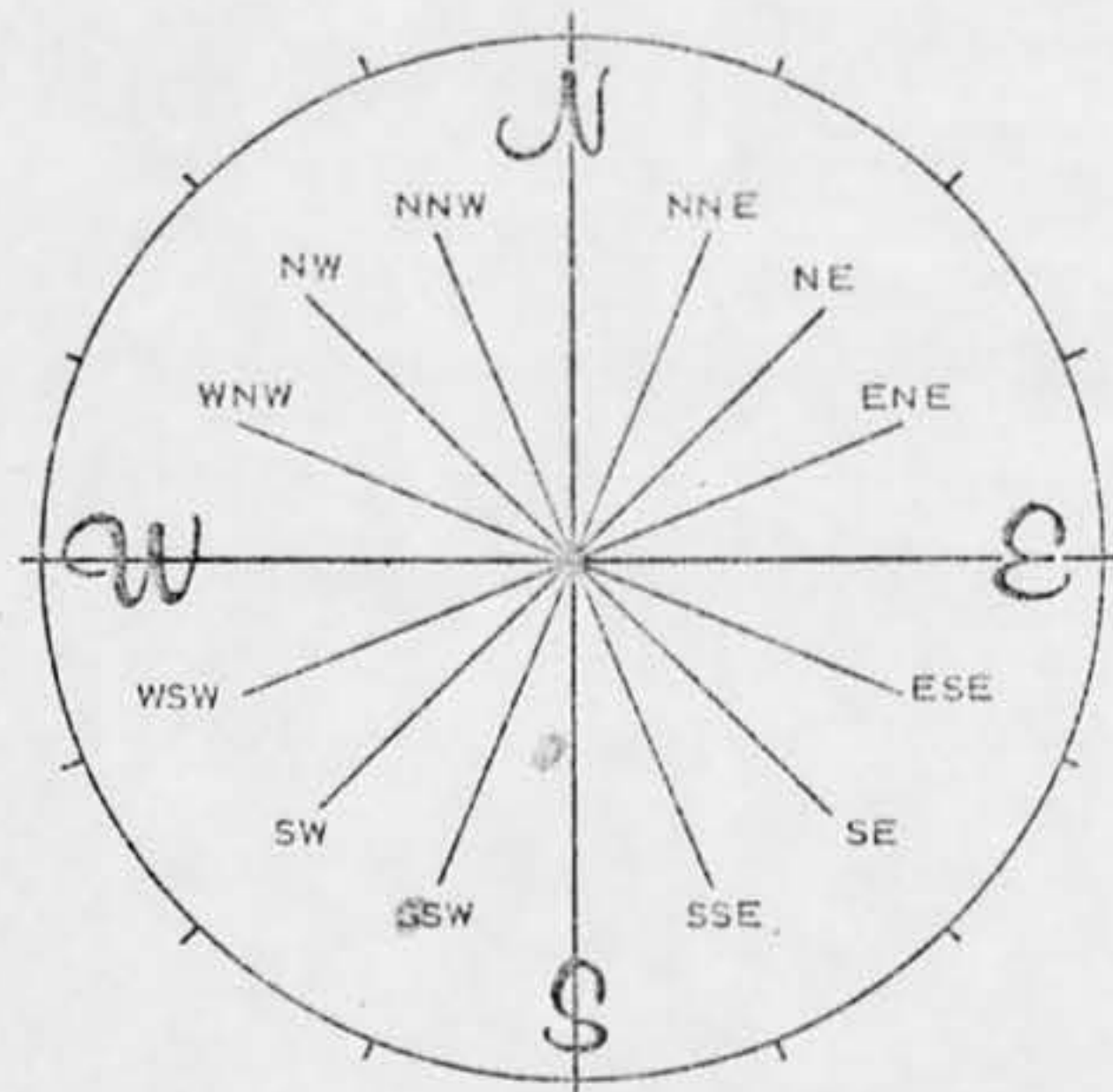
5. WHERE WERE YOU WHEN YOU SAW THE PHENOMENON? IF IN CITY, GIVE THE NEAREST STREET ADDRESS AND INDICATE ON A HAND DRAWN MAP WHERE YOU WERE STANDING WITH REFERENCE TO THE ADDRESS. IF IN THE COUNTRY, IDENTIFY THE HIGHWAY YOU WERE ON OR NEAR AND TRY TO FIX A DISTANCE AND DIRECTION FROM SOME RECOGNIZABLE LANDMARK.

Wielson AFB Control Tower, Wielson AFB, Alaska

6. IMAGINE YOU ARE AT THE POINT SHOWN IN THE SKETCH, PLACE AN "A" ON THE CURVED LINE TO SHOW HOW HIGH THE PHENOMENON WAS ABOVE THE HORIZON, OR SKYLINE, WHEN FIRST SEEN. PLACE A "B" ON THE SAME CURVED LINE TO SHOW HOW HIGH ABOVE THE HORIZON THE PHENOMENON WAS WHEN LAST SEEN.

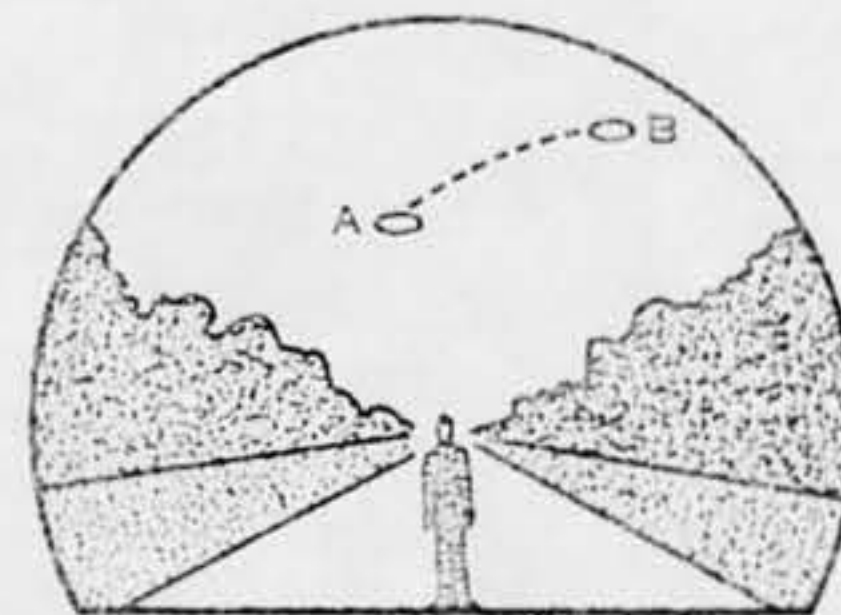
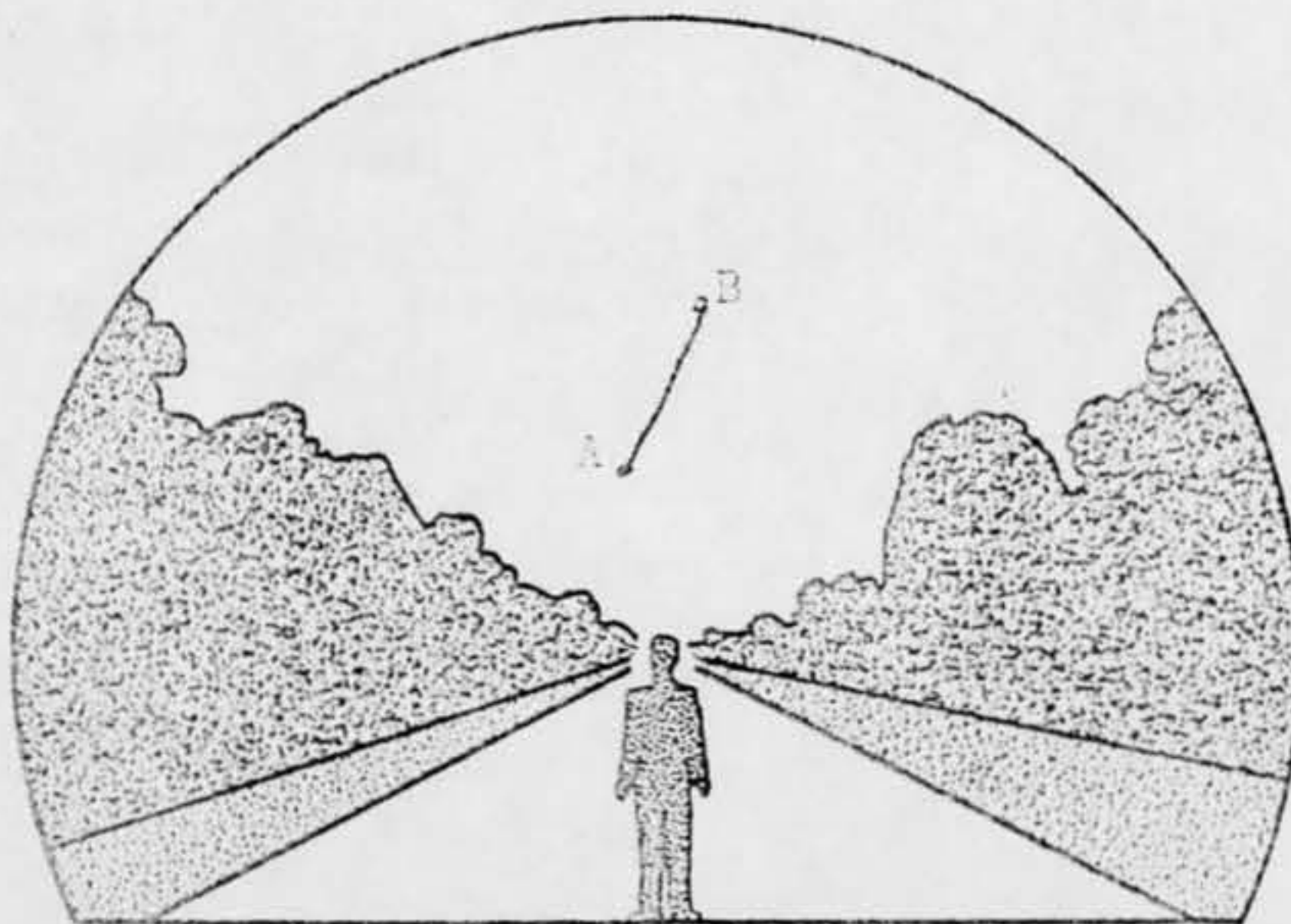


6A. NOW IMAGINE YOU ARE AT THE CENTER OF THE COMPASS ROSE. PLACE AN "A" ON THE COMPASS TO INDICATE THE DIRECTION TO THE PHENOMENON WHEN FIRST SEEN. PLACE A "B" ON THE COMPASS TO INDICATE THE DIRECTION TO THE PHENOMENON WHEN LAST SEEN.



MAG Heading

7. IN THE SKETCH BELOW, PLACE AN "A" AT THE POSITION OF THE PHENOMENON WHEN FIRST SEEN, AND A "B" AT THE POSITION OF THE PHENOMENON WHEN LAST SEEN. CONNECT THE "A" AND "B" WITH A LINE TO APPROXIMATE THE MOVEMENT OF THE PHENOMENON BETWEEN "A" AND "B". THAT IS, SCHEMATICALLY SHOW WHETHER THE MOVEMENT APPEARED TO BE STRAIGHT, CURVED OR ZIG-ZAG. REFER TO SMALLER SKETCH AS AN EXAMPLE OF HOW TO COMPLETE THE LARGER SKETCH.



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8. WHERE WERE YOU WHEN YOU SAW THE PHENOMENON? (Check appropriate blocks.)			
OUTDOORS		IN BUSINESS SECTION OF CITY	
IN BUILDING		IN RESIDENTIAL SECTION OF CITY	
IN CAR <input type="checkbox"/> AS DRIVER <input type="checkbox"/> AS PASSENGER		IN OPEN COUNTRYSIDE	
IN BOAT		NEAR AIRFIELD	
IN AIRPLANE <input type="checkbox"/> AS PILOT <input type="checkbox"/> AS PASSENGER		FLYING OVER CITY	
OTHER		FLYING OVER OPEN COUNTRY	
X In Airfield		OTHER	
A. IF YOU WERE IN A VEHICLE, COMPLETE THE FOLLOWING:			
WHAT DIRECTION WERE YOU MOVING?		HOW FAST WERE YOU MOVING?	
NORTH	EAST	DID YOU STOP ANYTIME WHILE OBSERVING THE PHENOMENON? <input type="checkbox"/> YES <input type="checkbox"/> NO	
SOUTH	WEST		
NORTHEAST	SOUTHEAST		
NORTHWEST	SOUTHWEST		
EXPLAIN WHETHER SUCH MOVEMENT AFFECTS YOUR SKETCHES IN ITEMS 5 AND 6.			
DESCRIBE TYPE OF VEHICLE YOU WERE IN AND TYPE OF ROAD, TERRAIN OR BODY OF WATER YOU TRAVERSED DURING THE SIGHTING. STATE WHETHER WINDOWS OR CONVERTIBLE TOP WERE UP OR DOWN.			
HOW MUCH OTHER TRAFFIC WAS THERE?			
DID YOU NOTICE ANY AIRPLANES? <input type="checkbox"/> YES <input type="checkbox"/> NO. IF "YES," DESCRIBE WHEN THEY WERE IN SIGHT RELATIVE TO THE TIME OF SIGHTING THE PHENOMENON AND WHERE THEY WERE IN THE SKY RELATIVE TO THE POSITION OF THE PHENOMENON.			
9. HOW LONG WAS THE PHENOMENON IN SIGHT?			
LENGTH OF TIME		CERTAIN OF TIME	NOT VERY SURE
Approx 25 Min		X FAIRLY CERTAIN	JUST A GUESS
HOW WAS TIME DETERMINED?			
WAS THE PHENOMENON IN SIGHT CONTINUOUSLY? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO. IF "NO," INDICATE WHETHER THIS IS DUE TO YOUR MOVEMENT OR THE BEHAVIOR OF THE PHENOMENON, AND DESCRIBE SUCH MOVEMENT OR BEHAVIOR. INDICATE DISAPPEARANCES ON PREVIOUS SKETCHES.			
Lost due to haze and sunrise			

PAGE 3 OF 9 PAGES

10. IF THERE WERE MORE THAN ONE PHENOMENON, HOW MANY WERE THERE? DRAW A PICTURE TO SHOW HOW THEY WERE ARRANGED. DID THIS ARRANGEMENT CHANGE DURING THE SIGHTING?

11. CONDITIONS (Check appropriate blocks.)

A. SKY		B. WEATHER	
<input checked="" type="checkbox"/>	DAY	<input type="checkbox"/>	CUMULUS CLOUDS (Low fluffy)
<input type="checkbox"/>	TWILIGHT	<input type="checkbox"/>	CIRRUS CLOUDS (High fleecy or Herring-bone)
<input type="checkbox"/>	NIGHT	<input type="checkbox"/>	NIMBUS CLOUDS (Rain)
<input checked="" type="checkbox"/>	CLEAR	<input type="checkbox"/>	CUMULONIMBUS CLOUDS (Thunderstorms)
<input type="checkbox"/>	PARTLY CLOUDY	<input type="checkbox"/>	HAZE OR SMOG
<input type="checkbox"/>	COMPLETELY OVERCAST	<input type="checkbox"/>	NONE OF THE ABOVE

C. IF THE SIGHTING WAS AT TWILIGHT OR NIGHT, WHAT DID YOU NOTICE ABOUT THE STARS AND MOON?

(1) STARS	(2) MOON
<input type="checkbox"/>	NONE
<input type="checkbox"/>	BRIGHT MOONLIGHT
<input type="checkbox"/>	MOON WITH HALO
<input type="checkbox"/>	MOON HIDDEN BY CLOUDS
<input type="checkbox"/>	PARTIAL (New or quarter)
<input type="checkbox"/>	NO MOONLIGHT
<input type="checkbox"/>	UNKNOWN

D. IF SIGHTING WAS IN DAYLIGHT, WAS THE SUN VISIBLE? ☒ YES ☐ NO. IF "YES," WHERE WAS THE SUN AS YOU FACED THE PHENOMENON?

<input type="checkbox"/>	IN FRONT OF YOU	<input type="checkbox"/>	TO YOUR RIGHT	<input type="checkbox"/>	OVERHEAD (Near noon)
<input checked="" type="checkbox"/>	IN BACK OF YOU	<input type="checkbox"/>	TO YOUR LEFT	<input type="checkbox"/>	UNKNOWN

E. SPECIFY THE MAJOR SOURCE OF ILLUMINATION PRESENT DURING THE SIGHTING, SUCH AS THE SUN, HEADLIGHTS OR STREET LAMP, ETC. FOR TERRESTRIAL ILLUMINATION, SPECIFY DISTANCE TO LIGHT SOURCE.

SUN, Area brightly illuminated. Object disappeared approx 30 min later into haze.

12. GIVE A BRIEF DESCRIPTION OF THE PHENOMENON, INDICATING WHETHER IT APPEARED DARK OR LIGHT, WHETHER IT REFLECTED LIGHT OR WAS SELF-LUMINOUS AND WHAT COLORS YOU NOTICED. DESCRIBE YOUR IMPRESSION OF WHETHER IT WAS SOLID OR TRANSPARENT, WHETHER EDGES WERE SHARP OR FUZZY. DESCRIBE THE SHAPE OR INDICATE IF IT APPEARED AS A POINT OF LIGHT. INDICATE COMPARISONS WITH OTHER OBSERVED OBJECTS, LIKE STARS, A LIGHT OR OTHER OBJECT IN YOUR FIELD OF VIEW.

Bright Orange or yellow object. Self-luminous, solid, edges appeared sharp. Round object. No other objects.

13.	DID THE PHENOMENON	YES	NO	UNKNOWN
	MOVE IN A STRAIGHT LINE?			X
	STAND STILL AT ANYTIME?			X
	SUDDENLY SPEED UP AND RUN AWAY?		X	
	BREAK UP IN PARTS AND EXPLODE?		X	
	CHANGE COLOR?	X		
	GIVE OFF SMOKE?		X	
	CHANGE BRIGHTNESS?	X		
	CHANGE SHAPE?		X	
	FLASH OR FLICKER?		X	
	DISAPPEAR AND REAPPEAR?	X		
	SPIN LIKE A TOP?			X
	MAKE A NOISE?			X
	FLUTTER OR WOBBLE?			X

14. WHAT DREW YOUR ATTENTION TO THE PHENOMENON?

Bright light

A. HOW DID IT FINALLY DISAPPEAR?

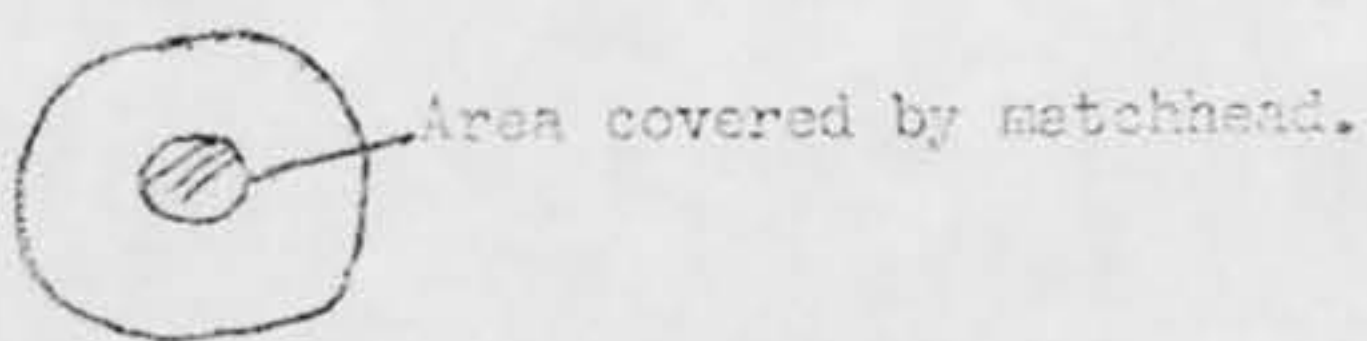
Into haze

B. DID THE PHENOMENON MOVE BEHIND OR IN FRONT OF SOMETHING, LIKE A CLOUD, TREE, OR BUILDING AT ANY TIME?
☐ YES ☒ NO. IF "YES," DESCRIBE.

15. DRAW A PICTURE THAT WILL SHOW THE SHAPE OF THE PHENOMENON. INCLUDE AND LABEL ANY DETAILS THAT MIGHT HAVE APPEARED AS WINGS OR PROTRUSIONS, AND INDICATE EXHAUST OR VAPOR TRAILS. INDICATE BY AN ARROW THE DIRECTION THE PHENOMENON WAS MOVING.



16. WHAT WAS THE ANGULAR SIZE? HOLD A MATCH AT ARM'S LENGTH IN FRONT OF A KNOWN OBJECT, SUCH AS A STREET LAMP OR THE MOON. NOTE HOW MUCH OF THE OBJECT IS COVERED BY THE HEAD OF THE MATCH. NOW IF YOU HAD BEEN ABLE TO PERFORM THIS EXPERIMENT AT THE TIME OF THE SIGHTING, ESTIMATE WHAT FRACTION OF THE PHENOMENON WOULD HAVE BEEN COVERED BY THE MATCH HEAD.



17. DID YOU OBSERVE THE PHENOMENON THROUGH ANY OF THE FOLLOWING? INCLUDE INFORMATION ON MODEL, TYPE, FILTER, LENS PRESCRIPTION OR OTHER APPLICABLE DATA.

<input type="checkbox"/> EYEGLASSES	<input type="checkbox"/> CAMERA VIEWER
<input type="checkbox"/> SUNGLASSES	<input type="checkbox"/> BINOCULARS
<input type="checkbox"/> WINDSHIELD	<input type="checkbox"/> TELESCOPE
<input type="checkbox"/> SIDE WINDOW OF VEHICLE	<input type="checkbox"/> THEODOLITE
<input checked="" type="checkbox"/> WINDOWPANE	<input type="checkbox"/> OTHER

A. DO YOU ORDINARILY WEAR GLASSES? ☐ YES ☒ NO

B. DO YOU USE READING GLASSES? ☐ YES ☒ NO

18. WHAT WAS YOUR IMPRESSION OF THE SPEED OF THE PHENOMENON? GIVE ESTIMATE OF SPEED unknown

19. WHAT WAS YOUR IMPRESSION OF THE DISTANCE OF THE PHENOMENON? GIVE ESTIMATE OF DISTANCE 10 mi.

20. IN ORDER THAT WE MAY OBTAIN AS CLEAR A PICTURE AS POSSIBLE OF WHAT YOU SAW, DESCRIBE IN YOUR OWN WORDS A COMMON OBJECT OR OBJECTS WHICH, WHEN PLACED IN THE SKY, SIMILAR TO WHERE YOU NOTED THE PHENOMENON, WOULD BEAR SOME RESEMBLANCE TO WHAT YOU SAW. DESCRIBE SIMILARITIES AND DIFFERENCES BETWEEN THE COMMON OBJECT AND WHAT YOU SAW.

Nothing

21. DID YOU NOTICE ANY ODOR, NOISE, OR HEAT EMANATING FROM THE PHENOMENON OR ANY EFFECT ON YOURSELF, ANIMALS OR MACHINERY IN THE VICINITY? ☐ YES ☒ NO. IF "YES," DESCRIBE.

A. DID THE PHENOMENON DISTURB THE GROUND OR LEAVE ANY PHYSICAL EVIDENCE. ☐ YES ☒ NO. IF "YES," DESCRIBE.

22. HAVE YOU EVER SEEN THIS OR A SIMILAR PHENOMENON BEFORE? ☐ YES ☐ NO. IF "YES," GIVE DATE AND LOCATION.

23. WAS ANYONE WITH YOU AT THE TIME YOU SAW THE PHENOMENON? ☒ YES ☐ NO. IF "YES," DID THEY SEE IT TOO?
☐ YES ☐ NO.

A. LIST THEIR NAMES AND ADDRESSES.

24. GIVE THE FOLLOWING INFORMATION ABOUT YOURSELF

LAST NAME, FIRST NAME, MIDDLE NAME

ADDRESS (Street, City, State and Zip Code)

TELEPHONE (Area code and number)

AGE 32

☒ MALE ☐ FEMALE

INDICATE ADDITIONAL INFORMATION INCLUDING OCCUPATION AND ANY EXPERIENCE WHICH MAY BE PERTINENT.

25. WHEN AND TO WHOM DID YOU REPORT THAT YOU HAD SIGHTED THIS PHENOMENON?

NAME DAY MONTH YEAR

26. DATE YOU COMPLETED THIS QUESTIONNAIRE.

DAY 13 MONTH July YEAR 1968

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS ALASKAN AIR COMMAND
APO SEATTLE 98742



REPLY TO
ATTN OF ALDI

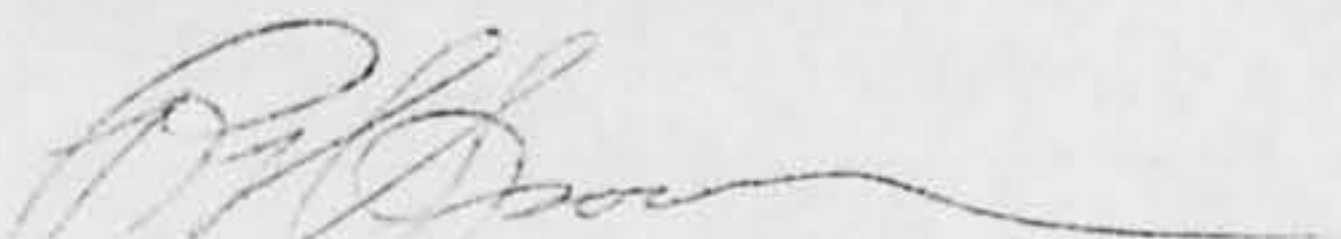
14 August 1968

SUBJECT: UFO Report

to Foreign Technology Division (TDETR)
Wright-Patterson AFB OH 45433

1. The attached UFO report was submitted by the 5010th Combat Support Group (AAC), Eielson AFB Alaska.
2. Due to the nature of this report and the time period involved, no account of this incident was submitted by electrical transmission. The report has been accomplished thoroughly and in accordance with AFR 80-17. This headquarters has nothing further to add.

FOR THE COMMANDER


R. H. SPOONER, Lt Colonel, USAF
DCS/Intelligence

1 Atch
UFO Report, 27 Jul 68

27. INFORMATION WHICH YOU FEEL IS PERTINENT BUT WHICH IS NOT ADEQUATELY COVERED IN THIS QUESTIONNAIRE, ALTERNATIVELY PROVIDE A NARRATIVE EXPLANATION OF THE SIGHTING.

SIGHTING OF UNIDENTIFIED PHENOMENA QUESTIONNAIRE

BUDGET BUREAU APPROVAL
NUMBER 21-R258

THIS QUESTIONNAIRE HAS BEEN PREPARED SO THAT YOU CAN GIVE THE U.S. AIR FORCE AS MUCH INFORMATION AS POSSIBLE CONCERNING THE UNIDENTIFIED PHENOMENON THAT YOU HAVE OBSERVED. PLEASE TRY TO ANSWER ALL OF THE QUESTIONS. THE INFORMATION YOU GIVE WILL BE USED FOR RESEARCH PURPOSES. YOUR NAME WILL NOT BE USED IN CONNECTION WITH ANY OF YOUR STATEMENTS OR CONCLUSIONS WITHOUT YOUR PERMISSION. RETURN TO AIR FORCE BASE INVESTIGATOR FOR FORWARDING TO FTD (TDETR), WRIGHT-PATTERSON AFB, OHIO 45433, 1AW AFR 80-17. (IF ADDITIONAL SHEETS ARE NEEDED FOR NARRATIVE OR SKETCHES ATTACH SECURELY TO THIS FORM OR ANNOTATE WITH YOUR NAME FOR IDENTIFICATION.)

1. WHEN DID YOU SEE THE PHENOMENON?

DAY 11 MONTH July YEAR 1968

2. WHAT TIME DID YOU FIRST SIGHT THE PHENOMENON?

HOUR 3:00 MINUTES 00 ☒ A.M. ☐ P.M.

3. WHAT TIME DID YOU LAST SIGHT THE PHENOMENON?

HOUR 3: MINUTES 25 ☒ A.M. ☐ P.M.

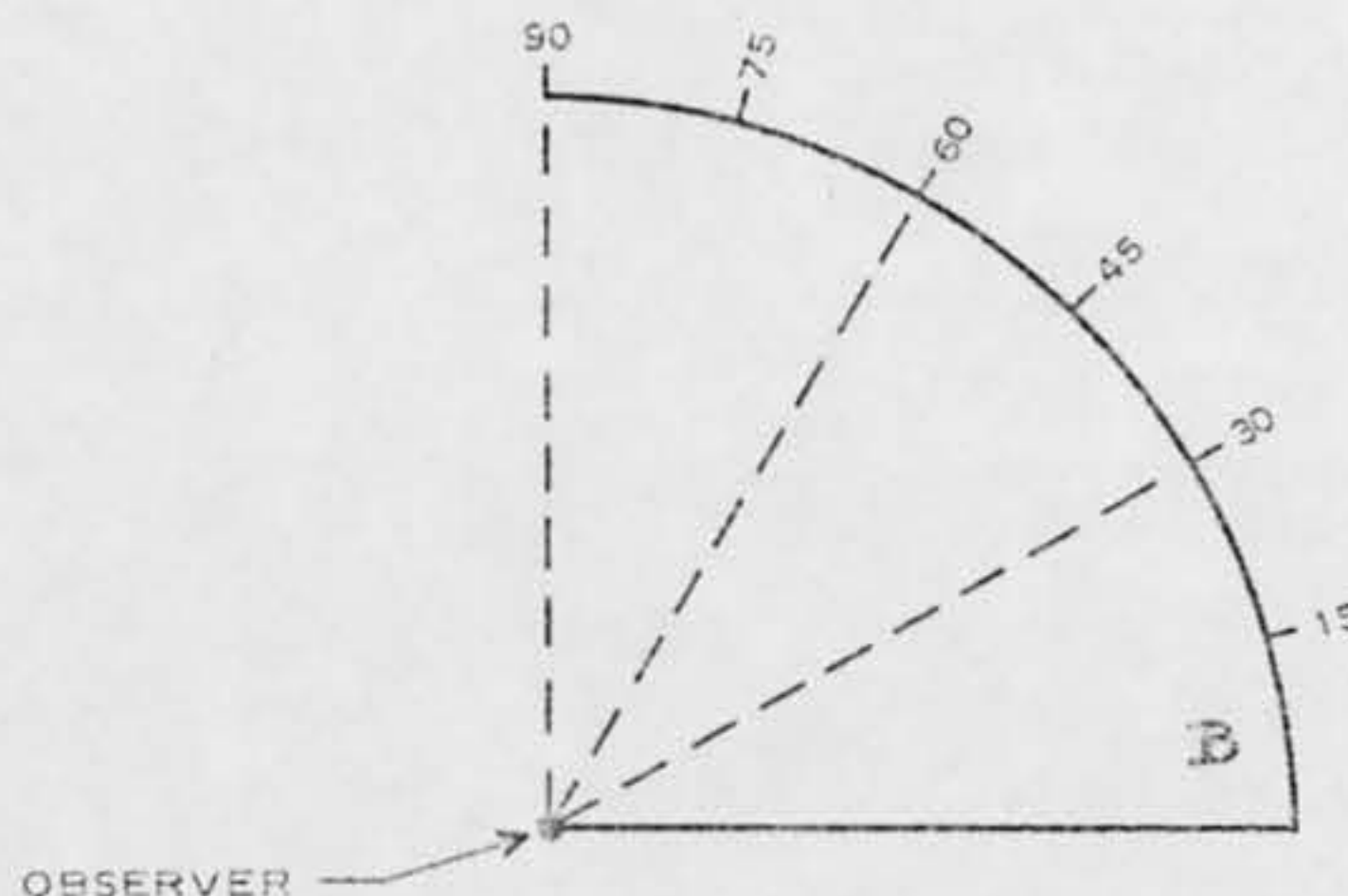
4. TIME/ZONE

☒ DAYLIGHT SAVINGS☐ STANDARD☐ EASTERN☐ CENTRAL☐ MOUNTAIN☐ PACIFIC☐ OTHER

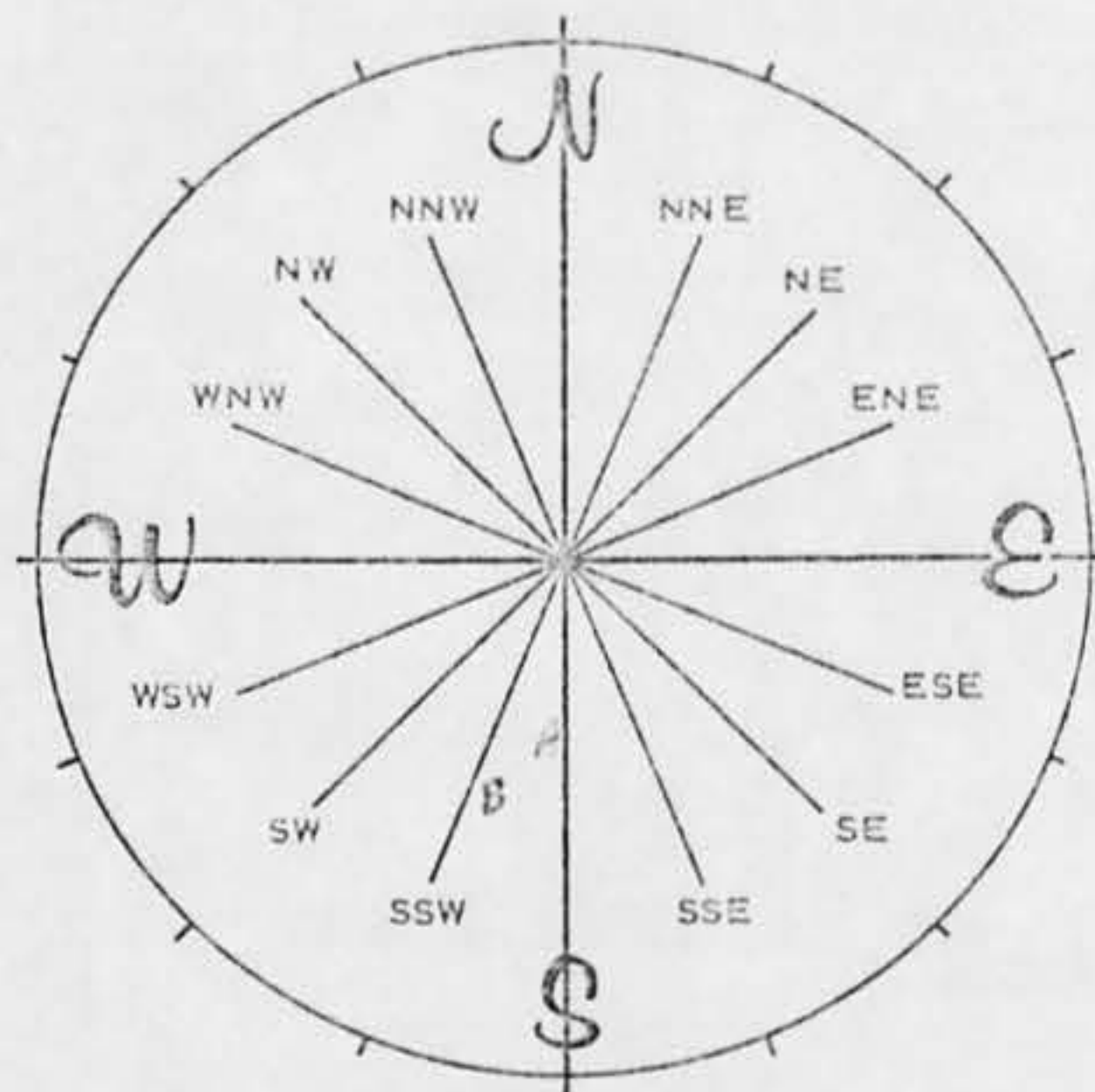
5. WHERE WERE YOU WHEN YOU SAW THE PHENOMENON? IF IN CITY, GIVE THE NEAREST STREET ADDRESS AND INDICATE ON A HAND DRAWN MAP WHERE YOU WERE STANDING WITH REFERENCE TO THE ADDRESS. IF IN THE COUNTRY, IDENTIFY THE HIGHWAY YOU WERE ON OR NEAR AND TRY TO FIX A DISTANCE AND DIRECTION FROM SOME RECOGNIZABLE LANDMARK.

Eielson AFB Control Tower, Eielson AFB, Alaska

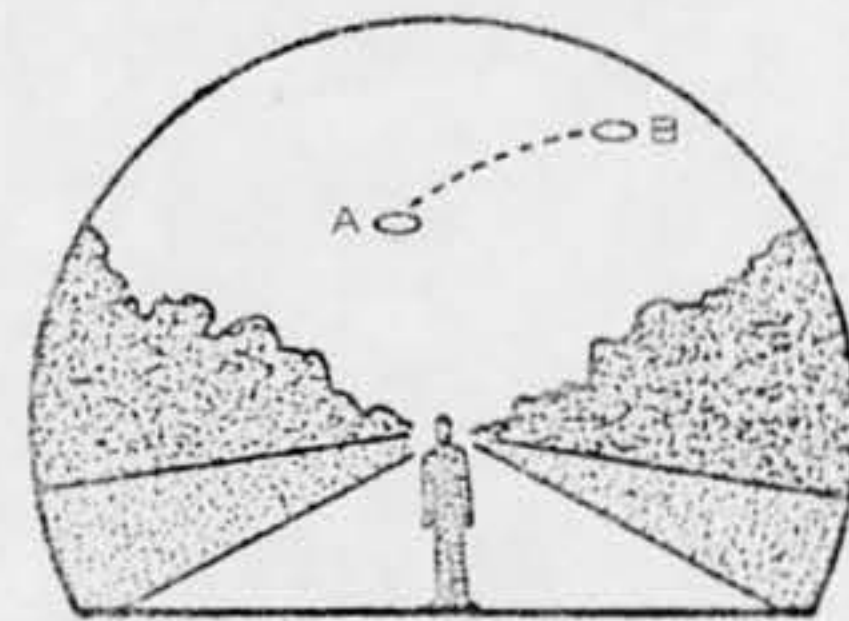
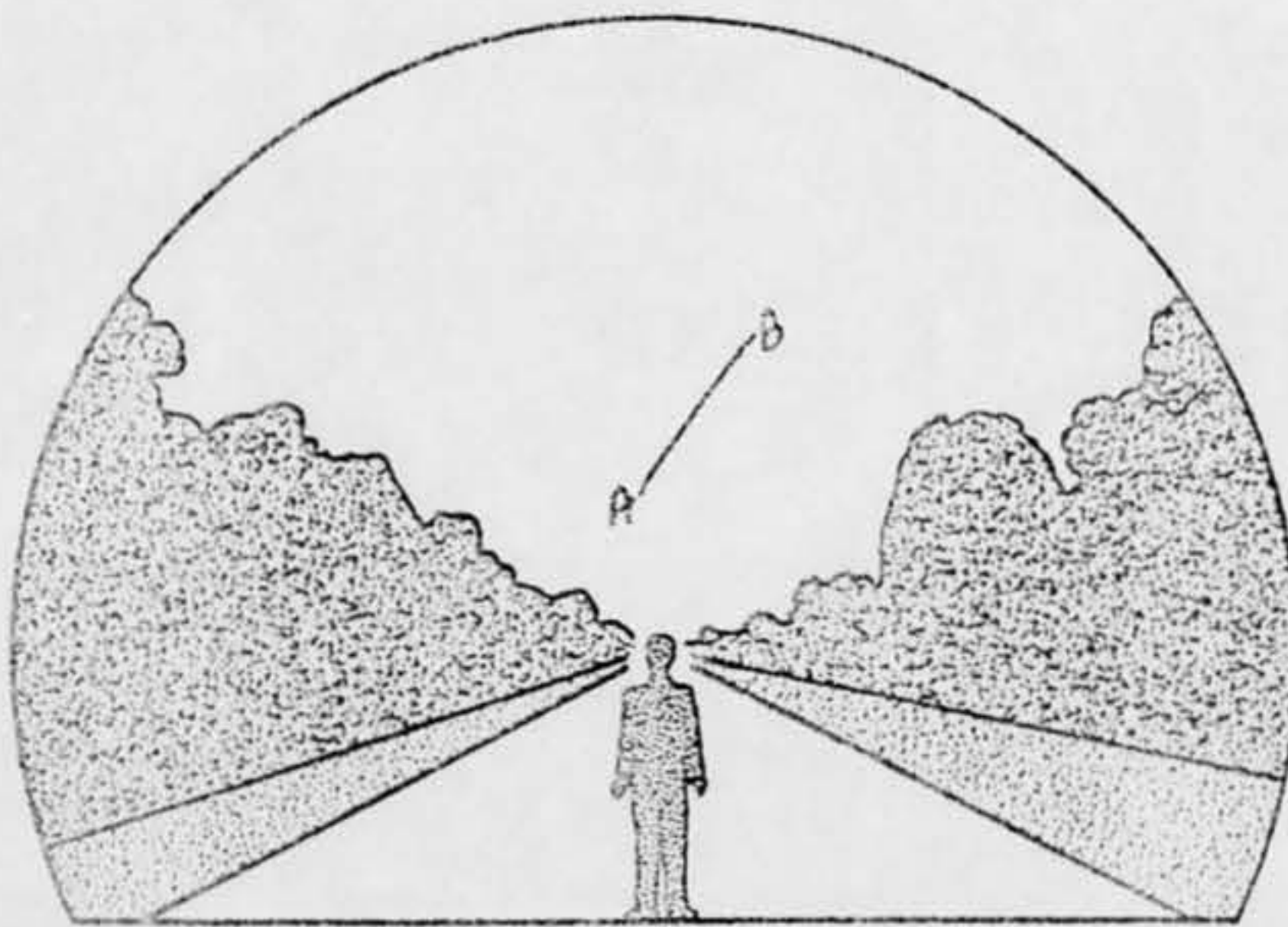
6. IMAGINE YOU ARE AT THE POINT SHOWN IN THE SKETCH, PLACE AN "A" ON THE CURVED LINE TO SHOW HOW HIGH THE PHENOMENON WAS ABOVE THE HORIZON, OR SKYLINE, WHEN FIRST SEEN. PLACE A "B" ON THE SAME CURVED LINE TO SHOW HOW HIGH ABOVE THE HORIZON THE PHENOMENON WAS WHEN LAST SEEN.



6A. NOW IMAGINE YOU ARE AT THE CENTER OF THE COMPASS ROSE. PLACE AN "A" ON THE COMPASS TO INDICATE THE DIRECTION TO THE PHENOMENON WHEN FIRST SEEN. PLACE A "B" ON THE COMPASS TO INDICATE THE DIRECTION TO THE PHENOMENON WHEN LAST SEEN.



7. IN THE SKETCH BELOW, PLACE AN "A" AT THE POSITION OF THE PHENOMENON WHEN FIRST SEEN, AND A "B" AT THE POSITION OF THE PHENOMENON WHEN LAST SEEN. CONNECT THE "A" AND "B" WITH A LINE TO APPROXIMATE THE MOVEMENT OF THE PHENOMENON BETWEEN "A" AND "B". THAT IS, SCHEMATICALLY SHOW WHETHER THE MOVEMENT APPEARED TO BE STRAIGHT, CURVED OR ZIG-ZAG. REFER TO SMALLER SKETCH AS AN EXAMPLE OF HOW TO COMPLETE THE LARGER SKETCH.



8. WHERE WERE YOU WHEN YOU SAW THE PHENOMENON? (Check appropriate blocks.)			
OUTDOORS		IN BUSINESS SECTION OF CITY	
<input checked="" type="checkbox"/> IN BUILDING		IN RESIDENTIAL SECTION OF CITY	
IN CAR <input type="checkbox"/> AS DRIVER <input type="checkbox"/> AS PASSENGER		IN OPEN COUNTRYSIDE	
IN BOAT		NEAR AIRFIELD	
IN AIRPLANE <input type="checkbox"/> AS PILOT <input type="checkbox"/> AS PASSENGER		FLYING OVER CITY	
OTHER		FLYING OVER OPEN COUNTRY	
Tower Operator		<input checked="" type="checkbox"/> OTHER On airfield	
A. IF YOU WERE IN A VEHICLE, COMPLETE THE FOLLOWING:			
WHAT DIRECTION WERE YOU MOVING?		HOW FAST WERE YOU MOVING?	
NORTH	EAST	DID YOU STOP ANYTIME WHILE OBSERVING THE PHENOMENON? <input type="checkbox"/> YES <input type="checkbox"/> NO	
SOUTH	WEST		
NORTHEAST	SOUTHEAST		
NORTHWEST	SOUTHWEST		
EXPLAIN WHETHER SUCH MOVEMENT AFFECTS YOUR SKETCHES IN ITEMS 5 AND 6.			
DESCRIBE TYPE OF VEHICLE YOU WERE IN AND TYPE OF ROAD, TERRAIN OR BODY OF WATER YOU TRAVERSED DURING THE SIGHTING. STATE WHETHER WINDOWS OR CONVERTIBLE TOP WERE UP OR DOWN.			
HOW MUCH OTHER TRAFFIC WAS THERE?			
DID YOU NOTICE ANY AIRPLANES? <input type="checkbox"/> YES <input type="checkbox"/> NO. IF "YES," DESCRIBE WHEN THEY WERE IN SIGHT RELATIVE TO THE TIME OF SIGHTING THE PHENOMENON AND WHERE THEY WERE IN THE SKY RELATIVE TO THE POSITION OF THE PHENOMENON.			
9. HOW LONG WAS THE PHENOMENON IN SIGHT?			
LENGTH OF TIME		CERTAIN OF TIME	NOT VERY SURE
25 Minutes		<input checked="" type="checkbox"/> FAIRLY CERTAIN	JUST A GUESS
HOW WAS TIME DETERMINED? Estimated			
WAS THE PHENOMENON IN SIGHT CONTINUOUSLY? <input type="checkbox"/> YES <input type="checkbox"/> NO. IF "NO," INDICATE WHETHER THIS IS DUE TO YOUR MOVEMENT OR THE BEHAVIOR OF THE PHENOMENON, AND DESCRIBE SUCH MOVEMENT OR BEHAVIOR. INDICATE DISAPPEARANCES ON PREVIOUS SKETCHES.			

10. IF THERE WERE MORE THAN ONE PHENOMENON, HOW MANY WERE THERE? DRAW A PICTURE TO SHOW HOW THEY WERE ARRANGED. DID THIS ARRANGEMENT CHANGE DURING THE SIGHTING?

11. CONDITIONS (Check appropriate blocks.)

A. SKY		B. WEATHER	
<input checked="" type="checkbox"/> DAY		CUMULUS CLOUDS (Low, fluffy)	FOG OR MIST
<input type="checkbox"/> TWILIGHT		CIRRUS CLOUDS (High, fleecy or Herring-bone)	HEAVY RAIN
<input type="checkbox"/> NIGHT			LIGHT RAIN OR DRIZZLE
<input type="checkbox"/> CLEAR		NIMBUS CLOUDS (Rain)	HAIL
<input checked="" type="checkbox"/> PARTLY CLOUDY		CUMULONIMBUS CLOUDS (Thunderstorms)	SNOW OR SLEET
<input type="checkbox"/> COMPLETELY OVERCAST			UNKNOWN
	<input checked="" type="checkbox"/>	HAZE OR SMOG	NONE OF THE ABOVE

C. IF THE SIGHTING WAS AT TWILIGHT OR NIGHT, WHAT DID YOU NOTICE ABOUT THE STARS AND MOON?

(1) STARS	(2) MOON
<input type="checkbox"/> NONE	<input type="checkbox"/> BRIGHT MOONLIGHT
<input type="checkbox"/> A FEW	<input type="checkbox"/> MOON WITH HALO
<input type="checkbox"/> MANY	<input type="checkbox"/> MOON HIDDEN BY CLOUDS
<input type="checkbox"/> UNKNOWN	<input type="checkbox"/> PARTIAL (New or quarter)

D. IF SIGHTING WAS IN DAYLIGHT, WAS THE SUN VISIBLE? ☐ YES ☐ NO. IF "YES," WHERE WAS THE SUN AS YOU FACED THE PHENOMENON?

<input type="checkbox"/> IN FRONT OF YOU	<input type="checkbox"/> TO YOUR RIGHT	<input type="checkbox"/> OVERHEAD (Near noon)
<input checked="" type="checkbox"/> IN BACK OF YOU	<input type="checkbox"/> TO YOUR LEFT	<input type="checkbox"/> UNKNOWN

E. SPECIFY THE MAJOR SOURCE OF ILLUMINATION PRESENT DURING THE SIGHTING, SUCH AS THE SUN, HEADLIGHTS OR STREET LAMP, ETC. FOR TERRESTRIAL ILLUMINATION, SPECIFY DISTANCE TO LIGHT SOURCE.

SUN - When the object was first seen it was in a very bright and clear area, but as it traveled to the SW it disappeared into a layer of haze.

12. GIVE A BRIEF DESCRIPTION OF THE PHENOMENON, INDICATING WHETHER IT APPEARED DARK OR LIGHT, WHETHER IT REFLECTED LIGHT OR WAS SELF-LUMINOUS AND WHAT COLORS YOU NOTICED. DESCRIBE YOUR IMPRESSION OF WHETHER IT WAS SOLID OR TRANSPARENT, WHETHER EDGES WERE SHARP OR FUZZY. DESCRIBE THE SHAPE OR INDICATE IF IT APPEARED AS A POINT OF LIGHT. INDICATE COMPARISONS WITH OTHER OBSERVED OBJECTS, LIKE STARS, A LIGHT OR OTHER OBJECT IN YOUR FIELD OF VIEW.

The object was very bright when first observed and appeared to be self-luminous, orange in color. It looked as if it was a solid object with very sharp edges and round in shape. There were no objects in my field of view to compare it with.

13.	DID THE PHENOMENON	YES	NO	UNKNOWN
	MOVE IN A STRAIGHT LINE?	X		
	STAND STILL AT ANYTIME?	X		
	SUDDENLY SPEED UP AND RUN AWAY?		X	
	BREAK UP IN PARTS AND EXPLODE?		X	
	CHANGE COLOR?		X	
	GIVE OFF SMOKE?			
	CHANGE BRIGHTNESS?		X	
	CHANGE SHAPE?		X	
	FLASH OR FLICKER?			
	DISAPPEAR AND REAPPEAR?		X	
	SPIN LIKE A TOP?			
	MAKE A NOISE?		X	
	FLUTTER OR WOBBLE?		X	

14. WHAT DREW YOUR ATTENTION TO THE PHENOMENON?

It being very bright and in a location where there should have been nothing.

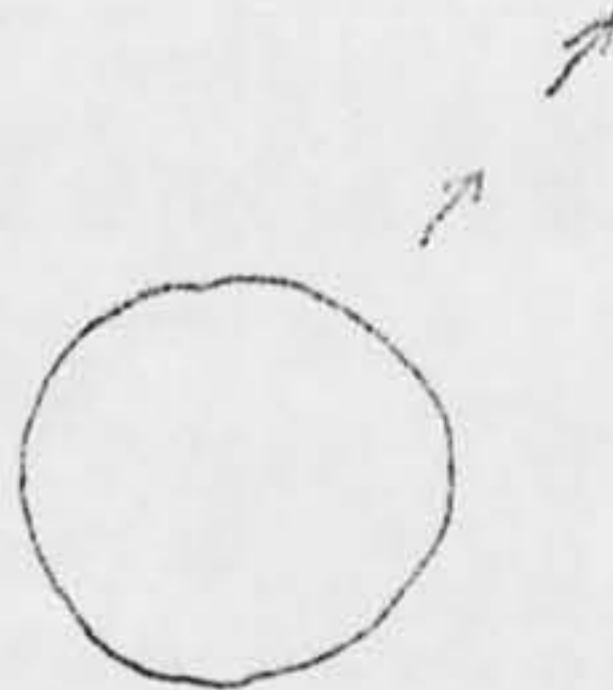
A. HOW DID IT FINALLY DISAPPEAR?

Was lost in a layer of haze.

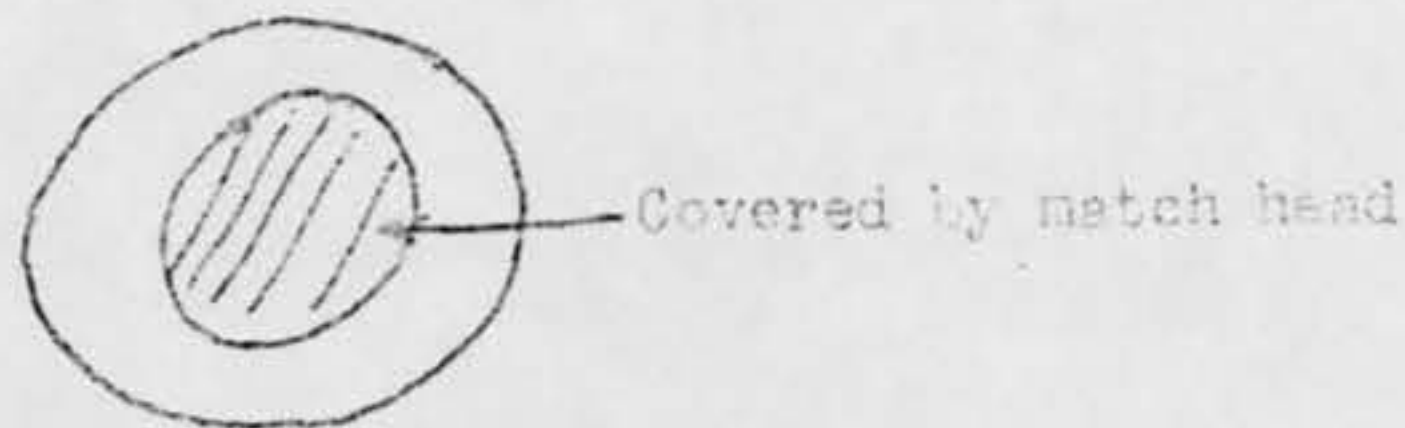
B. DID THE PHENOMENON MOVE BEHIND OR IN FRONT OF SOMETHING, LIKE A CLOUD, TREE, OR BUILDING AT ANY TIME?
☐ YES ☒ NO. IF "YES," DESCRIBE.

17. DID YOU OBSERVE THE PHENOMENON THROUGH ANY OF THE FOLLOWING? INCLUDE INFORMATION ON MODEL, TYPE, FILTER, LENS PRESCRIPTION OR OTHER APPLICABLE DATA.	
EYEGLASSES	CAMERA VIEWER
SUNGLASSES	BINOCULARS
WINDSHIELD	TELESCOPE
SIDE WINDOW OF VEHICLE	THEODOLITE
WINDOWPANE	OTHER
A. DO YOU ORDINARILY WEAR GLASSES? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	B. DO YOU USE READING GLASSES? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
18. WHAT WAS YOUR IMPRESSION OF THE SPEED OF THE PHENOMENON? GIVE ESTIMATE OF SPEED <u>50 MPH</u>	19. WHAT WAS YOUR IMPRESSION OF THE DISTANCE OF THE PHENOMENON? GIVE ESTIMATE OF DISTANCE <u>8-10</u>
20. IN ORDER THAT WE MAY OBTAIN AS CLEAR A PICTURE AS POSSIBLE OF WHAT YOU SAW, DESCRIBE IN YOUR OWN WORDS A COMMON OBJECT OR OBJECTS WHICH, WHEN PLACED IN THE SKY, SIMILAR TO WHERE YOU NOTED THE PHENOMENON, WOULD BEAR SOME RESEMBLANCE TO WHAT YOU SAW. DESCRIBE SIMILARITIES AND DIFFERENCES BETWEEN THE COMMON OBJECT AND WHAT YOU SAW.	
<p>A large balloon.</p> <p>The object was a very vivid orange color, even more so when seen through binoculars. When seen through binoculars it had no similarities to a balloon because of its very bright and vivid color.</p>	
21. DID YOU NOTICE ANY ODOR, NOISE, OR HEAT EMANATING FROM THE PHENOMENON OR ANY EFFECT ON YOURSELF, ANIMALS OR MACHINERY IN THE VICINITY? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO. IF "YES," DESCRIBE.	
A. DID THE PHENOMENON DISTURB THE GROUND OR LEAVE ANY PHYSICAL EVIDENCE. <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO. IF "YES," DESCRIBE.	

15. DRAW A PICTURE THAT WILL SHOW THE SHAPE OF THE PHENOMENON. INCLUDE AND LABEL ANY DETAILS THAT MIGHT HAVE APPEARED AS WINGS OR PROTRUSIONS, AND INDICATE EXHAUST OR VAPOR TRAILS. INDICATE BY AN ARROW THE DIRECTION THE PHENOMENON WAS MOVING.



16. WHAT WAS THE ANGULAR SIZE? HOLD A MATCH AT ARM'S LENGTH IN FRONT OF A KNOWN OBJECT, SUCH AS A STREET LAMP OR THE MOON. NOTE HOW MUCH OF THE OBJECT IS COVERED BY THE HEAD OF THE MATCH. NOW IF YOU HAD BEEN ABLE TO PERFORM THIS EXPERIMENT AT THE TIME OF THE SIGHTING, ESTIMATE WHAT FRACTION OF THE PHENOMENON WOULD HAVE BEEN COVERED BY THE MATCH HEAD.



22. HAVE YOU EVER SEEN THIS OR A SIMILAR PHENOMENON BEFORE? ☐ YES ☒ NO. IF "YES," GIVE DATE AND LOCATION.

23. WAS ANYONE WITH YOU AT THE TIME YOU SAW THE PHENOMENON? ☐ YES ☐ NO. IF "YES," DID THEY SEE IT TOO?
☐ YES ☐ NO.

A. LIST THEIR NAMES AND ADDRESSES

24. GIVE THE FOLLOWING INFORMATION ABOUT YOURSELF

LAST NAME, FIRST NAME, MIDDLE NAME

ADDRESS (Street, City, State and Zip Code)

TELEPHONE (Area code and number)

AGE

31

☒

MALE

☐ FEMALE

INDICATE ADDITIONAL INFORMATION INCLUDING OCCUPATION AND ANY EXPERIENCE WHICH MAY BE PERTINENT.

Airport Control Tower Operator.

25. WHEN AND TO WHOM DID YOU REPORT THAT YOU HAD SIGHTED THIS PHENOMENON?

I did not report this sighting. Report by Gil Strategic Wing

NAME _____ DAY 11 MONTH July YEAR 68

26. DATE YOU COMPLETED THIS QUESTIONNAIRE.

DAY 12 MONTH July YEAR 1968

PAGE 8 OF 9 PAGES

27. INFORMATION WHICH YOU FEEL IS PERTINENT BUT WHICH IS NOT ADEQUATELY COVERED IN THIS QUESTIONNAIRE, ALTERNATIVELY PROVIDE A NARRATIVE EXPLANATION OF THE SIGHTING.

My watch in the Bielby AF Control Tower on 13 Jul 68 at approx 0300 hours what appeared to be a large bright object about 5 to 6 miles South of the Control Tower. The object appeared to stay in one place or was moving so slow that movement was hard to detect. However, after watching it for approx 25 minutes it gradually dimmed and disappeared into a haze layer to the SW at an approx distance of 35-40 miles.

PAGE 9 OF 9 PAGES

27 JUL 1968

to AAC (ALDI)

FOR THE COMMANDER

1 Atch
Rpt of Investigation of UFO

[illegible]

AFR 11-30

SIGHTING OF UNIDENTIFIED PHENOMENA QUESTIONNAIRE

BUDGET BUREAU APPROVAL
NUMBER 21-2254

THIS QUESTIONNAIRE HAS BEEN PREPARED SO THAT YOU CAN GIVE THE U.S. AIR FORCE AS MUCH INFORMATION AS POSSIBLE CONCERNING THE UNIDENTIFIED PHENOMENON THAT YOU HAVE OBSERVED. PLEASE TRY TO ANSWER ALL OF THE QUESTIONS. THE INFORMATION YOU GIVE WILL BE USED FOR RESEARCH PURPOSES. YOUR NAME WILL NOT BE USED IN CONNECTION WITH ANY OF YOUR STATEMENTS OR CONCLUSIONS WITHOUT YOUR PERMISSION. RETURN TO AIR FORCE BASE INVESTIGATOR FOR FORWARDING TO FTD (TDETR), WRIGHT-PATTERSON AFB, OHIO 45433, IAW AFR 80-17. (IF ADDITIONAL SHEETS ARE NEEDED FOR NARRATIVE OR SKETCHES ATTACH SECURELY TO THIS FORM OR ANNOTATE WITH YOUR NAME FOR IDENTIFICATION.)

1. WHEN DID YOU SEE THE PHENOMENON?

DAY 11 MONTH 7 YEAR 1968

2. WHAT TIME DID YOU FIRST SIGHT THE PHENOMENON?

HOUR 0300 MINUTES on the hour ☒ A.M. ☐ P.M.

3. WHAT TIME DID YOU LAST SIGHT THE PHENOMENON?

HOUR 0300 MINUTES 25 ☒ A.M. ☐ P.M.

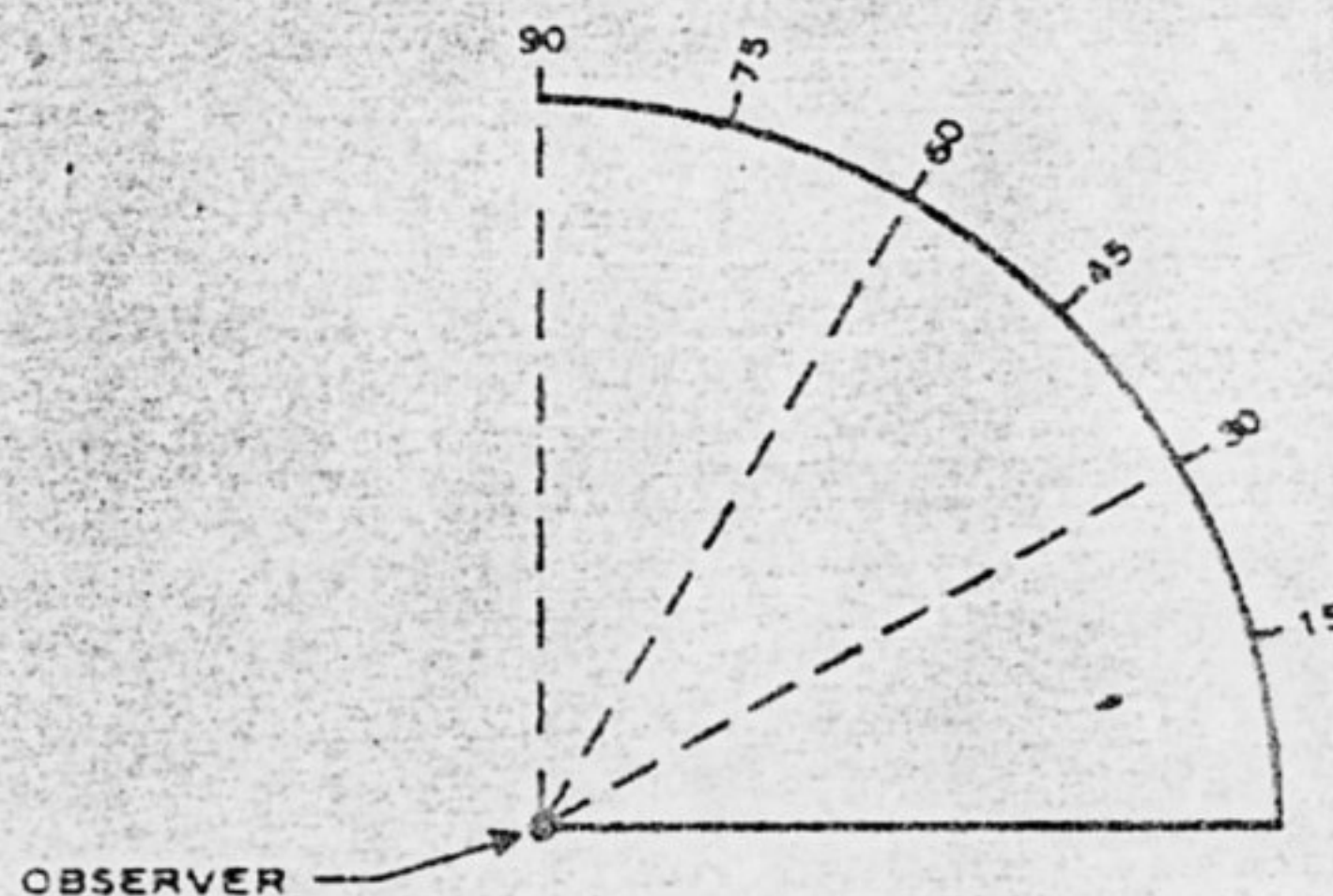
4. TIME ZONE

☒ DAYLIGHT SAVINGS☐ STANDARDAlaska D.T.☐ EASTERN☐ CENTRAL☐ MOUNTAIN☐ PACIFIC☒ OTHER

5. WHERE WERE YOU WHEN YOU SAW THE PHENOMENON? IF IN CITY, GIVE THE NEAREST STREET ADDRESS AND INDICATE ON A HAND DRAWN MAP WHERE YOU WERE STANDING WITH REFERENCE TO THE ADDRESS. IF IN THE COUNTRY, IDENTIFY THE HIGHWAY YOU WERE ON OR NEAR AND TRY TO FIX A DISTANCE AND DIRECTION FROM SOME RECOGNIZABLE LANDMARK.

Eielson AFB Control Tower - Alaska

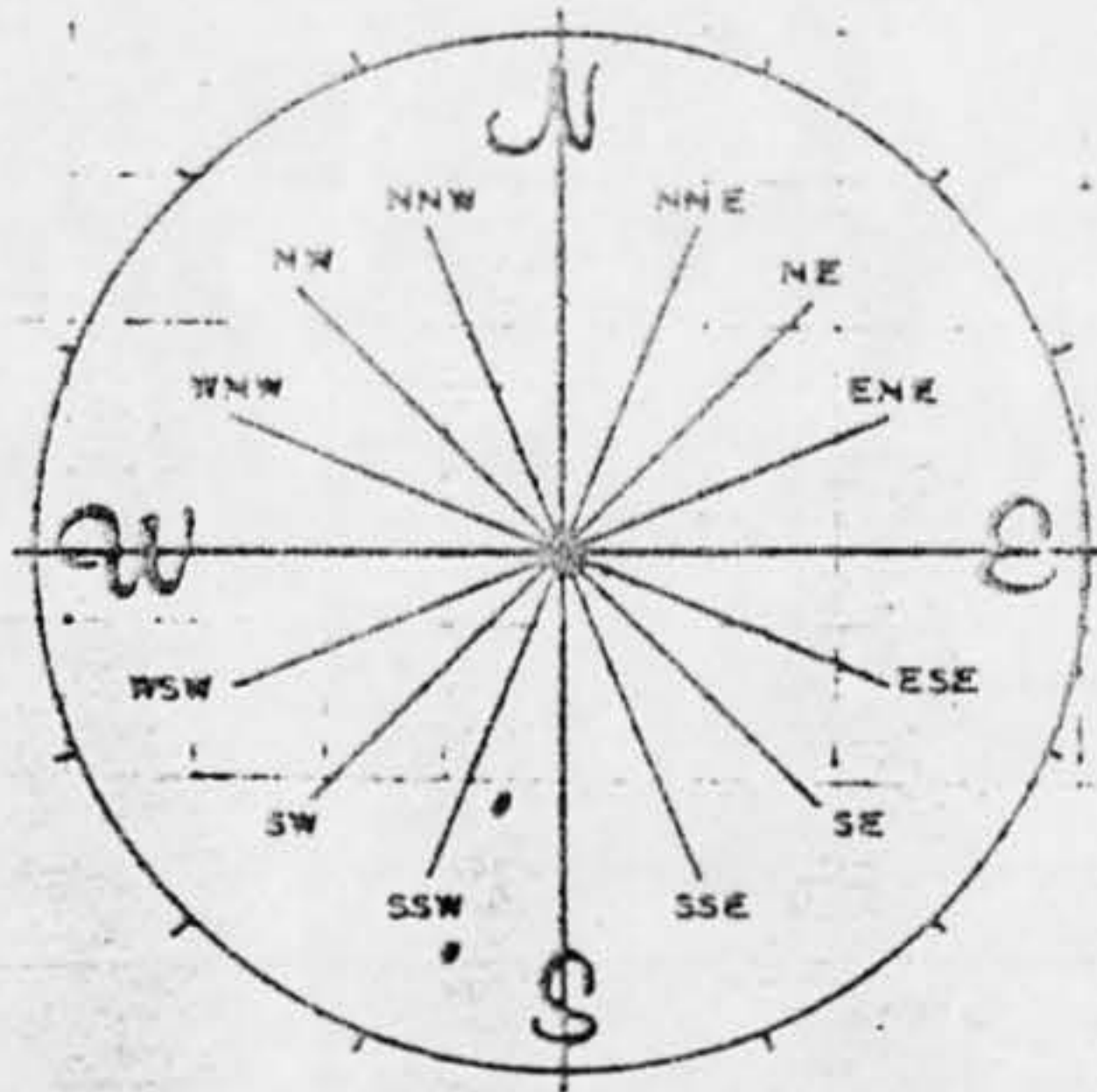
6. IMAGINE YOU ARE AT THE POINT SHOWN IN THE SKETCH. PLACE AN "A" ON THE CURVED LINE TO SHOW HOW HIGH THE PHENOMENON WAS ABOVE THE HORIZON, OR SKYLINE, WHEN FIRST SEEN. PLACE A "B" ON THE SAME CURVED LINE TO SHOW HOW HIGH ABOVE THE HORIZON THE PHENOMENON WAS WHEN LAST SEEN.

AF FORM 117
AUG 67

7

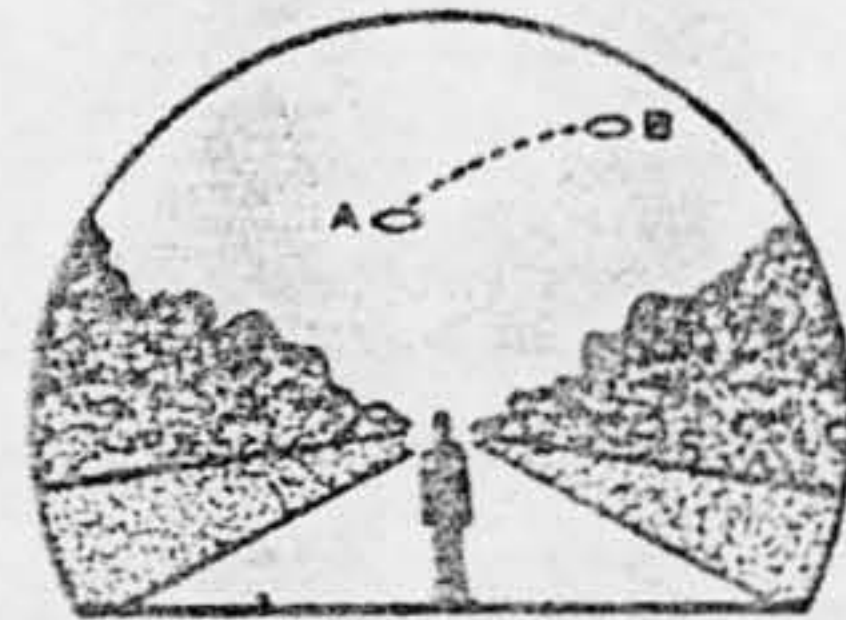
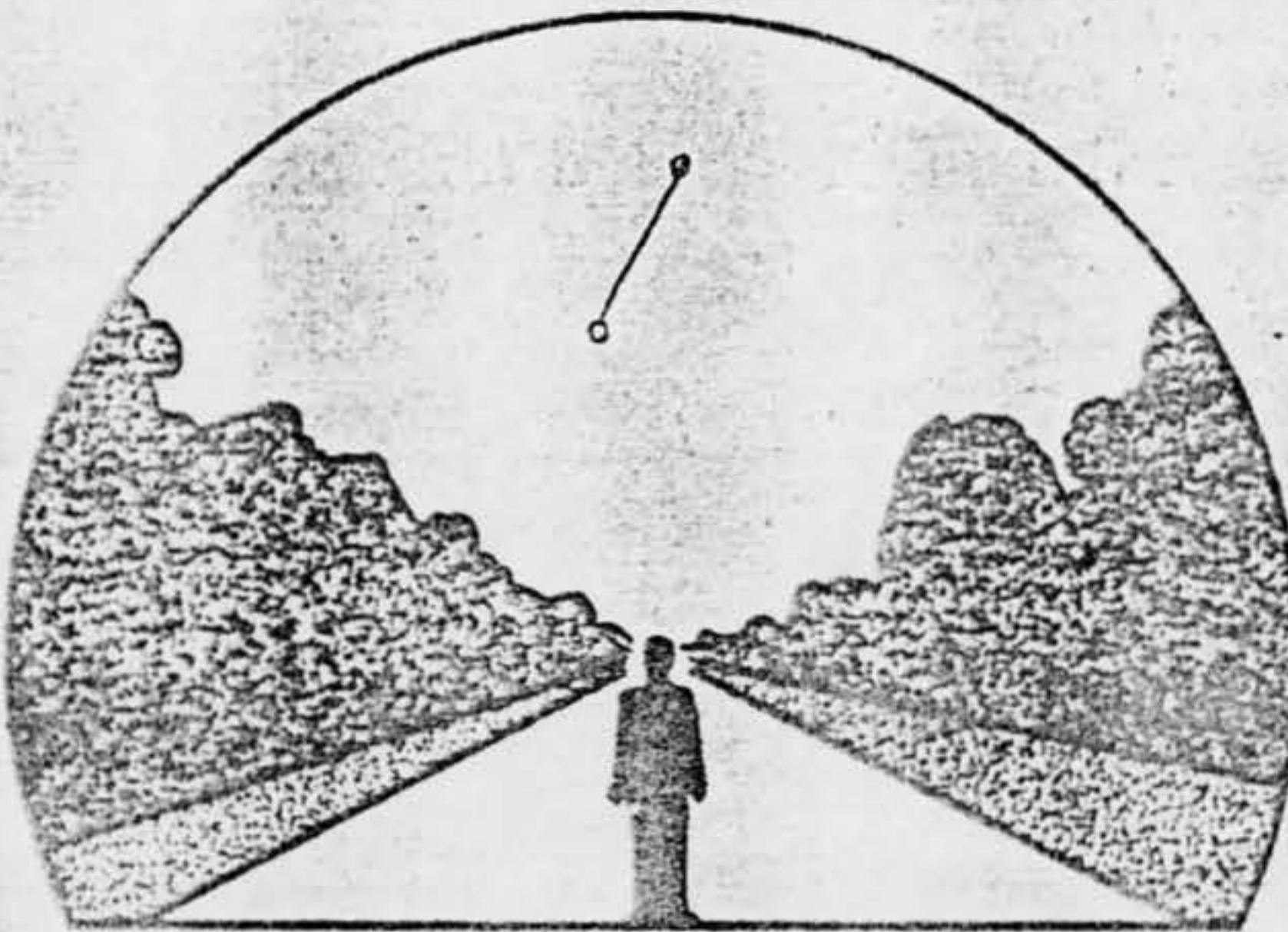
Attachment 1
(Becomes Attachment 1 to AFR 80-17)

5A. NOW IMAGINE YOU ARE AT THE CENTER OF THE COMPASS ROSE. PLACE AN "A" ON THE COMPASS TO INDICATE THE DIRECTION TO THE PHENOMENON WHEN FIRST SEEN. PLACE A "B" ON THE COMPASS TO INDICATE THE DIRECTION TO THE PHENOMENON WHEN LAST SEEN.



MAG Heading

7. IN THE SKETCH BELOW, PLACE AN "A" AT THE POSITION OF THE PHENOMENON WHEN FIRST SEEN, AND A "B" AT THE POSITION OF THE PHENOMENON WHEN LAST SEEN. CONNECT THE "A" AND "B" WITH A LINE TO APPROXIMATE THE MOVEMENT OF THE PHENOMENON BETWEEN "A" AND "B". THAT IS, SCHEMATICALLY SHOW WHETHER THE MOVEMENT APPEARED TO BE STRAIGHT, CURVED OR ZIG-ZAG. REFER TO SMALLER SKETCH AS AN EXAMPLE OF HOW TO COMPLETE THE LARGER SKETCH.



3. WHERE WERE YOU WHEN YOU SAW THE PHENOMENON? (Check appropriate blocks.)			
<input type="checkbox"/> OUTDOORS		<input type="checkbox"/> IN BUSINESS SECTION OF CITY	
<input checked="" type="checkbox"/> IN BUILDING		<input type="checkbox"/> IN RESIDENTIAL SECTION OF CITY	
<input type="checkbox"/> IN CAR <input type="checkbox"/> AS DRIVER <input type="checkbox"/> AS PASSENGER		<input type="checkbox"/> IN OPEN COUNTRYSIDE	
<input type="checkbox"/> IN BOAT		<input type="checkbox"/> NEAR AIRFIELD	
<input type="checkbox"/> IN AIRPLANE <input type="checkbox"/> AS PILOT <input type="checkbox"/> AS PASSENGER		<input type="checkbox"/> FLYING OVER CITY	
<input type="checkbox"/> OTHER		<input type="checkbox"/> FLYING OVER OPEN COUNTRY	
		<input checked="" type="checkbox"/> OTHER On the airfield	
4. IF YOU WERE IN A VEHICLE, COMPLETE THE FOLLOWING:			
WHAT DIRECTION WERE YOU MOVING?		HOW FAST WERE YOU MOVING?	
<input type="checkbox"/> NORTH	<input type="checkbox"/> EAST	DID YOU STOP ANYTIME WHILE OBSERVING THE PHENOMENON? <input type="checkbox"/> YES <input type="checkbox"/> NO	
<input type="checkbox"/> SOUTH	<input type="checkbox"/> WEST		
<input type="checkbox"/> NORTHEAST	<input type="checkbox"/> SOUTHEAST		
<input type="checkbox"/> NORTHWEST	<input type="checkbox"/> SOUTHWEST		
EXPLAIN WHETHER SUCH MOVEMENT AFFECTS YOUR SKETCHES IN ITEMS 3 AND 8.			
DESCRIBE TYPE OF VEHICLE YOU WERE IN AND TYPE OF ROAD, TERRAIN OR BODY OF WATER YOU TRAVERSED DURING THE SIGHTING. STATE WHETHER WINDOWS OR CONVERTIBLE TOP WERE UP OR DOWN.			
HOW MUCH OTHER TRAFFIC WAS THERE?			
DID YOU NOTICE ANY AIRPLANES? <input type="checkbox"/> YES <input type="checkbox"/> NO. IF "YES," DESCRIBE WHEN THEY WERE IN SIGHT RELATIVE TO THE TIME OF SIGHTING THE PHENOMENON AND WHERE THEY WERE IN THE SKY RELATIVE TO THE POSITION OF THE PHENOMENON.			
5. HOW LONG WAS THE PHENOMENON IN SIGHT?			
LENGTH OF TIME		CERTAIN OF TIME	NOT VERY SURE
Approx 30 minutes		<input checked="" type="checkbox"/> FAIRLY CERTAIN	<input type="checkbox"/> JUST A GUESS
HOW WAS TIME DETERMINED? Estimated			
WAS THE PHENOMENON IN SIGHT CONTINUOUSLY? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO. IF "NO," INDICATE WHETHER THIS IS DUE TO YOUR MOVEMENT OR THE BEHAVIOR OF THE PHENOMENON, AND DESCRIBE SUCH MOVEMENT OR BEHAVIOR. INDICATE DISAPPEARANCES ON PREVIOUS SKETCHES.			

10. IF THERE WERE MORE THAN ONE PHENOMENON, HOW MANY WERE THERE? DRAW A PICTURE TO SHOW HOW THEY WERE ARRANGED. DID THIS ARRANGEMENT CHANGE DURING THE SIGHTING?

11. CONDITIONS (Check appropriate blocks.)

A. SKY		B. WEATHER	
<input checked="" type="checkbox"/> DAY		CUMULUS CLOUDS (Low fluffy)	FOG OR MIST
<input type="checkbox"/> TWILIGHT		CIRRUS CLOUDS (High fleecy or Herringbone)	HEAVY RAIN
<input type="checkbox"/> NIGHT			LIGHT RAIN OR DRIZZLE
<input type="checkbox"/> CLEAR		NIMBUS CLOUDS (Rain)	HAIL
<input checked="" type="checkbox"/> PARTLY CLOUDY		CUMULONIMBUS CLOUDS (Thunderstorms)	SNOW OR SLEET
<input type="checkbox"/> COMPLETELY OVERCAST			UNKNOWN
	<input checked="" type="checkbox"/>	HAZE OR SMOG	NONE OF THE ABOVE

C. IF THE SIGHTING WAS AT TWILIGHT OR NIGHT, WHAT DID YOU NOTICE ABOUT THE STARS AND MOON?

(1) STARS	(2) MOON
<input type="checkbox"/> NONE	<input type="checkbox"/> BRIGHT MOONLIGHT
<input type="checkbox"/> A FEW	<input type="checkbox"/> MOON WITH HALO
<input type="checkbox"/> MANY	<input type="checkbox"/> MOON HIDDEN BY CLOUDS
<input type="checkbox"/> UNKNOWN	<input type="checkbox"/> PARTIAL (New or quarter)

D. IF SIGHTING WAS IN DAYLIGHT, WAS THE SUN VISIBLE? ☒ YES ☐ NO. IF "YES," WHERE WAS THE SUN AS YOU FACED THE PHENOMENON?

Directly behind us.

<input type="checkbox"/> IN FRONT OF YOU	<input type="checkbox"/> TO YOUR RIGHT	<input type="checkbox"/> OVERHEAD (Near noon)
<input checked="" type="checkbox"/> IN BACK OF YOU	<input type="checkbox"/> TO YOUR LEFT	<input type="checkbox"/> UNKNOWN

E. SPECIFY THE MAJOR SOURCE OF ILLUMINATION PRESENT DURING THE SIGHTING, SUCH AS THE SUN, HEADLIGHTS OR STREET LAMP, ETC. FOR TERRESTRIAL ILLUMINATION, SPECIFY DISTANCE TO LIGHT SOURCE.

SUN - On contact the area was clear however, it disappeared about $\frac{1}{2}$ hour later into a fog.

12. GIVE A BRIEF DESCRIPTION OF THE PHENOMENON, INDICATING WHETHER IT APPEARED DARK OR LIGHT, WHETHER IT REFLECTED LIGHT OR WAS SELF-LUMINOUS AND WHAT COLORS YOU NOTICED. DESCRIBE YOUR IMPRESSION OF WHETHER IT WAS SOLID OR TRANSPARENT, WHETHER EDGES WERE SHARP OR FUZZY. DESCRIBE THE SHAPE OR INDICATE IF IT APPEARED AS A POINT OF LIGHT. INDICATE COMPARISONS WITH OTHER OBSERVED OBJECTS, LIKE STARS, A LIGHT OR OTHER OBJECT IN YOUR FIELD OF VIEW.

On initial contact the object appeared very bright-appearing self luminous - appeared to be solid, edges being highly sharp, being round in form. No other comparable object.

13.	DID THE PHENOMENON	YES	NO	UNKNOWN
	MOVE IN A STRAIGHT LINE?			X
	STAND STILL AT ANYTIME?			X
	SUDDENLY SPEED UP AND RUN AWAY?		X	
	BREAK UP IN PARTS AND EXPLODE?		X	
	CHANGE COLOR?	X		
	GIVE OFF SMOKE?		X	
	CHANGE BRIGHTNESS?	X		
	CHANGE SHAPE?		X	
	FLASH OR FLICKER?		X	
	DISAPPEAR AND REAPPEAR?	X		
	SPIN LIKE A TOP?			X
	MAKE A NOISE?			X
	FLUTTER OR VIBBLE?			X

14. WHAT DREW YOUR ATTENTION TO THE PHENOMENON?

The brightness of the object.

15. HOW DID IT FINALLY DISAPPEAR?

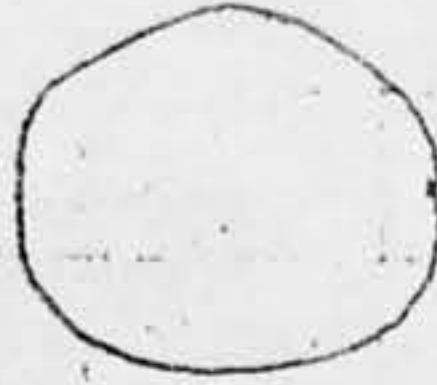
Into a fog or haze layer to the SW.

16. DID THE PHENOMENON MOVE BEHIND OR IN FRONT OF SOMETHING, LIKE A CLOUD, TREE, OR BUILDING AT ANY TIME?
☒ YES ☐ NO. IF "YES," DESCRIBE.

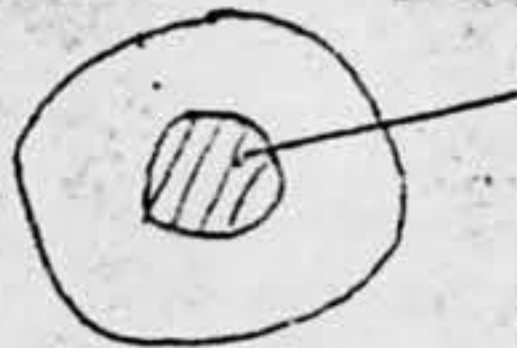
Into a haze.

PAGE 3 OF 9 PAGES

13. DRAW A PICTURE THAT WILL SHOW THE SHAPE OF THE PHENOMENON. INCLUDE AND LABEL ANY DETAILS THAT MIGHT HAVE APPEARED AS WINGS OR PROTRUSIONS, AND INDICATE EXHAUST OR VAPOR TRAILS. INDICATE BY AN ARROW THE DIRECTION THE PHENOMENON WAS MOVING.



14. WHAT WAS THE ANGULAR SIZE? HOLD A MATCH AT ARM'S LENGTH IN FRONT OF A KNOWN OBJECT, SUCH AS A STREET LAMP OR THE MOON. NOTE HOW MUCH OF THE OBJECT IS COVERED BY THE HEAD OF THE MATCH. NOW IF YOU HAD BEEN ABLE TO PERFORM THIS EXPERIMENT AT THE TIME OF THE SIGHTING, ESTIMATE WHAT FRACTION OF THE PHENOMENON WOULD HAVE BEEN COVERED BY THE MATCH HEAD.



Area covered by the match head approx.

17. DID YOU OBSERVE THE PHENOMENON THROUGH ANY OF THE FOLLOWING? INCLUDE INFORMATION ON MODEL, TYPE, FILTER, LENS PRESCRIPTION OR OTHER APPLICABLE DATA.	
1. EYEGLASSES	2. CAMERA VIEWER
3. SUNGLASSES	4. BINOCULARS
5. WINDSHIELD	6. TELESCOPE
7. SIDE WINDOW OF VEHICLE	8. THEODOLITE
9. WINDOWPANE	10. OTHER
11. DO YOU ORDINARILY WEAR GLASSES? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	12. DO YOU USE READING GLASSES? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
13. WHAT WAS YOUR IMPRESSION OF THE SPEED OF THE PHENOMENON? GIVE ESTIMATE OF SPEED <u>unk</u>	14. WHAT WAS YOUR IMPRESSION OF THE DISTANCE OF THE PHENOMENON? GIVE ESTIMATE OF DISTANCE <u>8-10 mi</u>
15. IN ORDER THAT WE MAY OBTAIN AS CLEAR A PICTURE AS POSSIBLE OF WHAT YOU SAW, DESCRIBE IN YOUR OWN WORDS A COMMON OBJECT OR OBJECTS WHICH, WHEN PLACED IN THE SKY, SIMILAR TO WHERE YOU NOTED THE PHENOMENON, WOULD BEAR SOME RESEMBLANCE TO WHAT YOU SAW. DESCRIBE SIMILARITIES AND DIFFERENCES BETWEEN THE COMMON OBJECT AND WHAT YOU SAW.	
No comparable objects.	
16. DID YOU NOTICE ANY ODDOR, NOISE, OR HEAT EMANATING FROM THE PHENOMENON OR ANY EFFECT ON YOURSELF, ANIMALS OR MACHINERY IN THE VICINITY? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO. IF "YES," DESCRIBE.	
17. DID THE PHENOMENON DISTURB THE GROUND OR LEAVE ANY PHYSICAL EVIDENCE. <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO. IF "YES," DESCRIBE.	
Unknown	

PAGE 7 OF 8 PAGES

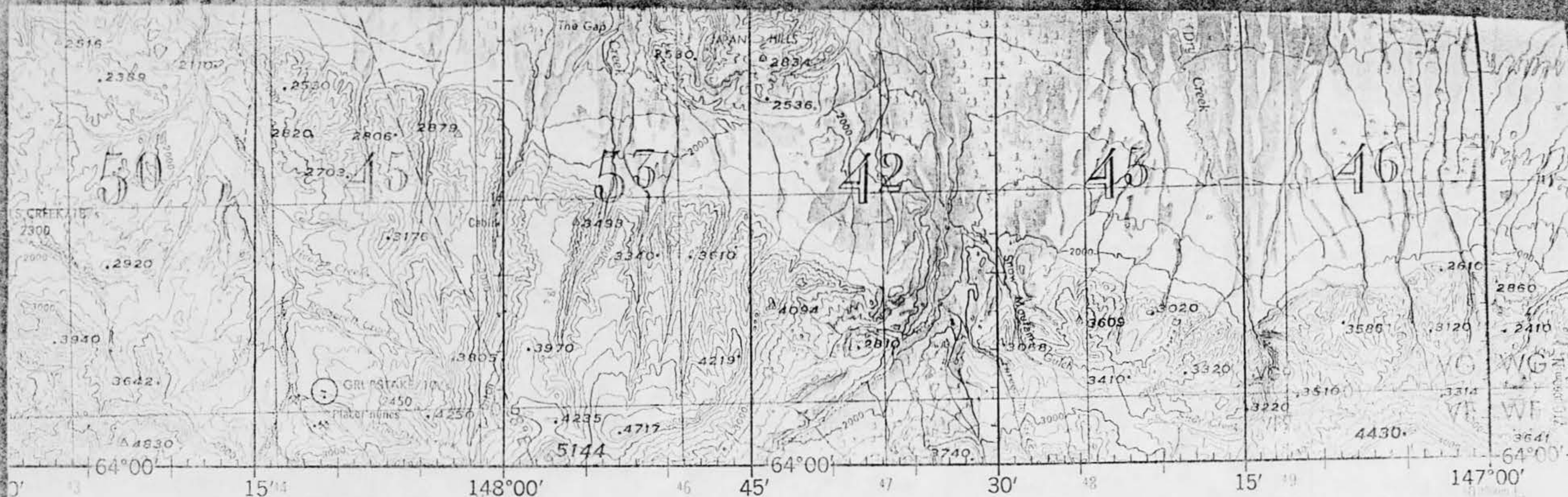
Attachment 1

(If you are attaching 1 to AFR 80-17)

22. HAVE YOU EVER SEEN THIS OR A SIMILAR PHENOMENON BEFORE? <input type="checkbox"/> YES <input type="checkbox"/> NO. IF "YES," GIVE DATE AND LOCATION.			
23. WAS ANYONE WITH YOU AT THE TIME YOU SAW THE PHENOMENON? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO. IF "YES," DID THEY SEE IT TOO? <input type="checkbox"/> YES <input type="checkbox"/> NO.			
A. LIST THEIR NAMES AND ADDRESSES <div style="background-color: black; width: 100%; height: 40px;"></div>			
24. GIVE THE FOLLOWING INFORMATION ABOUT YOURSELF			
LAST NAME, FIRST NAME, MIDDLE NAME <div style="background-color: black; width: 100%; height: 20px;"></div>			
ADDRESS (Street, City, State and Zip) <div style="background-color: black; width: 100%; height: 20px;"></div>			
TELEPHONE (Area code and number) No phone	AGE 20	<input checked="" type="checkbox"/> MALE	<input type="checkbox"/> FEMALE
INDICATE ADDITIONAL INFORMATION INCLUDING OCCUPATION AND ANY EXPERIENCE WHICH MAY BE PERTINENT. Tower Operator			
25. WHEN AND TO WHOM DID YOU REPORT THAT YOU HAD SIGHTED THIS PHENOMENON? NAME _____ DAY _____ MONTH _____ YEAR _____			
26. DATE YOU COMPLETED THIS QUESTIONNAIRE. DAY 13 MONTH 7 YEAR 1968			

17. INFORMATION WHICH YOU FEEL IS PERTINENT BUT WHICH IS NOT ADEQUATELY COVERED IN THIS QUESTIONNAIRE, ALTERNATIVELY PROVIDE A NARRATIVE EXPLANATION OF THE SIGHTING.

The object appeared to be bright, approximately 8-10 miles S/W the station, and the object was in sight approximately 25 min, then disappeared into a fog layer to the Southwest.



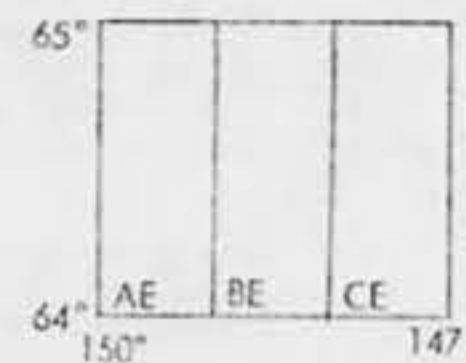
(AIR)

ELEVATIONS IN FEET

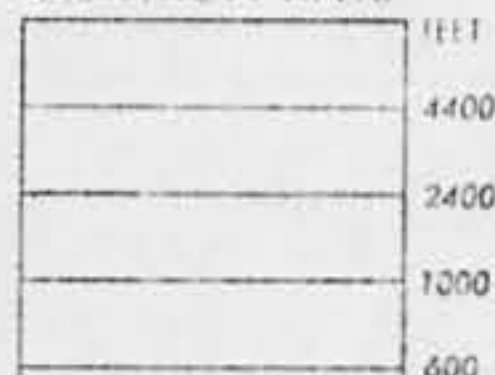
20 Statute Miles

20 Kilometers

GEORGE
BASIC 15° QUADRANGLE
CL



ELEVATION TINTS



Lithographed by ACIC 11-67

RELIABILITY OF THIS SHEET
(as determined by standard practices)

MAP FEATURE	DATE OF INFORMATION
ALL FEATURES	1967
COMPILED FROM BEST AVAILABLE SOURCE MATERIALS	

LOCATION DIAGRAM FOR NQ 5, 6-15

(WAS INTERSECTED IN 1967)

NQ5,6,5	NQ5,6,6	NQ5,6,7	NQ5,6,8	NQ7,8,5
NQ5,6,9	NQ5,6,10	NQ5,6,11	NQ5,6,12	NQ7,8,9
UNITED STATES				
NQ5,6,13	NQ5,6,14	NQ5,6,15	NQ5,6,16	NQ7,8,13
NP5,6,1	NP5,6,2	NP5,6,3	NP5,6,4	NP7,8,1
NP5,6,5	NP5,6,6	NP5,6,7	NP5,6,8	NP7,8,5

SERIES 1501 AIR
SHEET NO. 5, 6-15



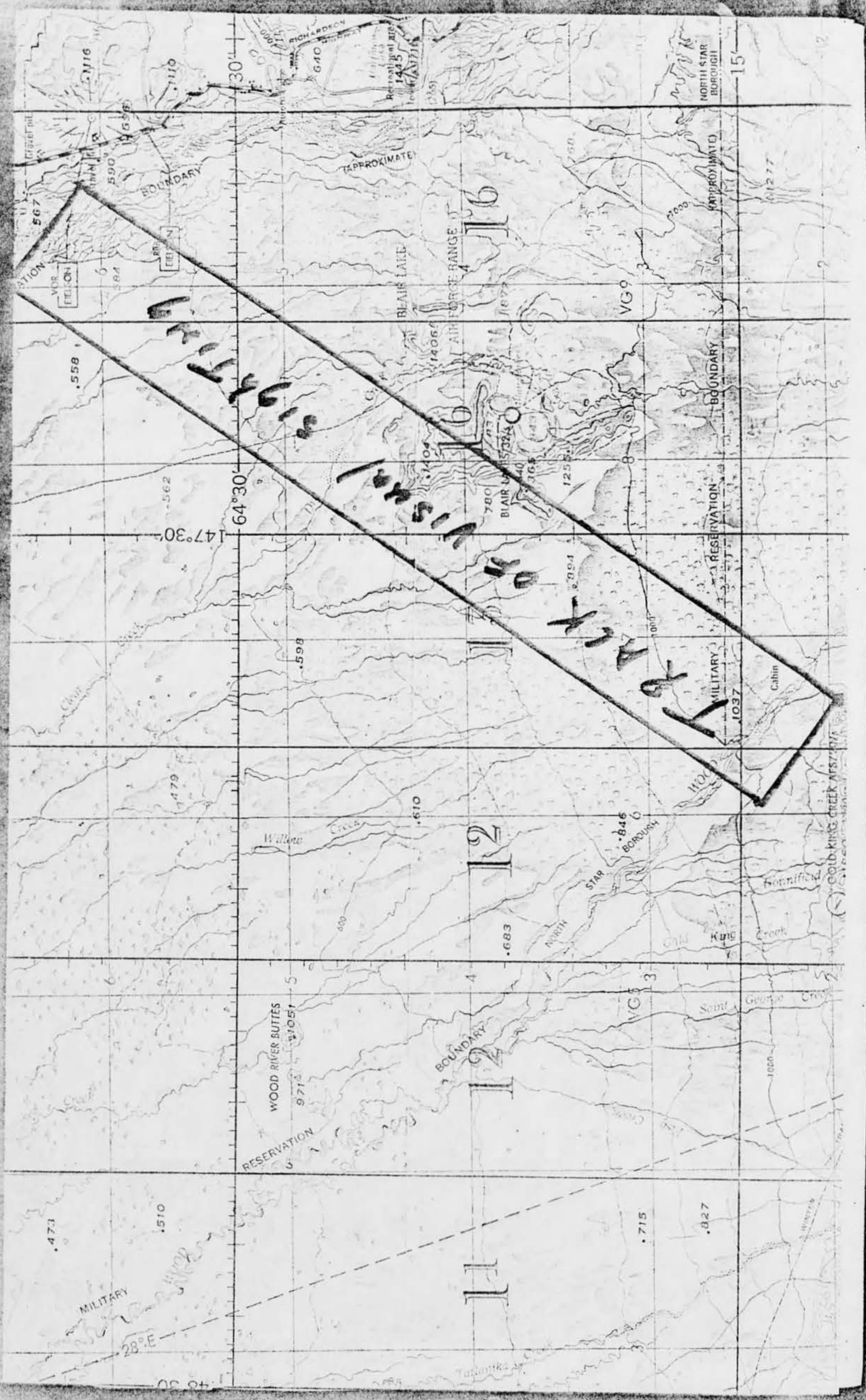
FOREIGN TECHNOLOGY DIVISION

Date _____

MEMO TO: _____

SUSPENSE:





MILITARY

28°E

RESERVATION

WOOD RIVER BUTTES

BOUNDARY

11

12

KATIA

16

MILITARY

RESERVATION

BOUNDARY

NORTH STAR
BOROUGH

15

BLAIR LAKE

AIR FORCE RANGE 11

BLAIR LAKE

VG9

VG3

NORTH STAR
BOROUGH

Cabin

Bohnfield

Gold King Creek

Sand George Creek

1000

1000

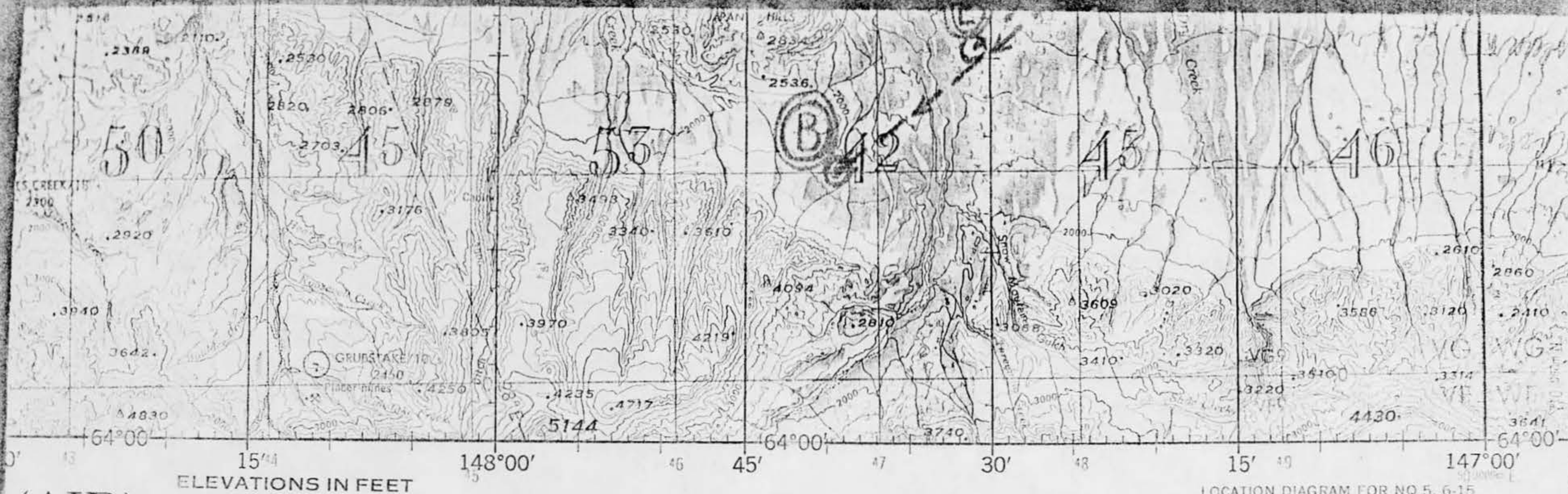
1000

1000

1000

1000

1000



(AIR)

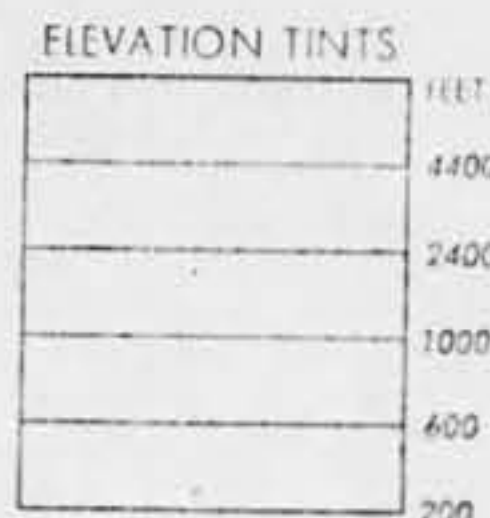
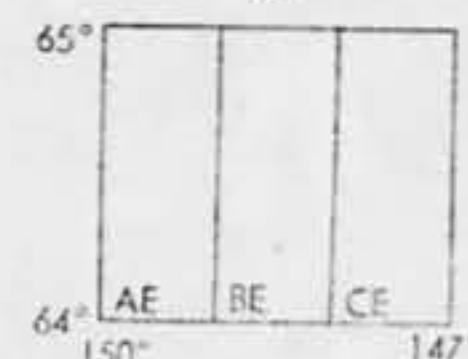
20 Statute Miles

30 Kilometers

- A. POINT OF ORIGIN, BOTH TRACKS.
 B. FADE-OUT OF FIRST TARGETS.
 C. SPLIT POINT- 2ND TRACK.
 D. FADE-OUT OF 2ND TRACK
 E " " " " (LAST PAINT")

→ → → → : FIRST OBSERVED TRACK.
 > > > > : SECOND " "

GEOREF
 BASIC 15° QUADRANGLE
 CL



Lithographed by ACIC 11-67

RELIABILITY OF THIS SHEET
 (as determined by standard practices)

MAP FEATURE	DATE OF INFORMATION
ALL FEATURES	1967
COMPILED FROM BEST AVAILABLE SOURCE MATERIALS	

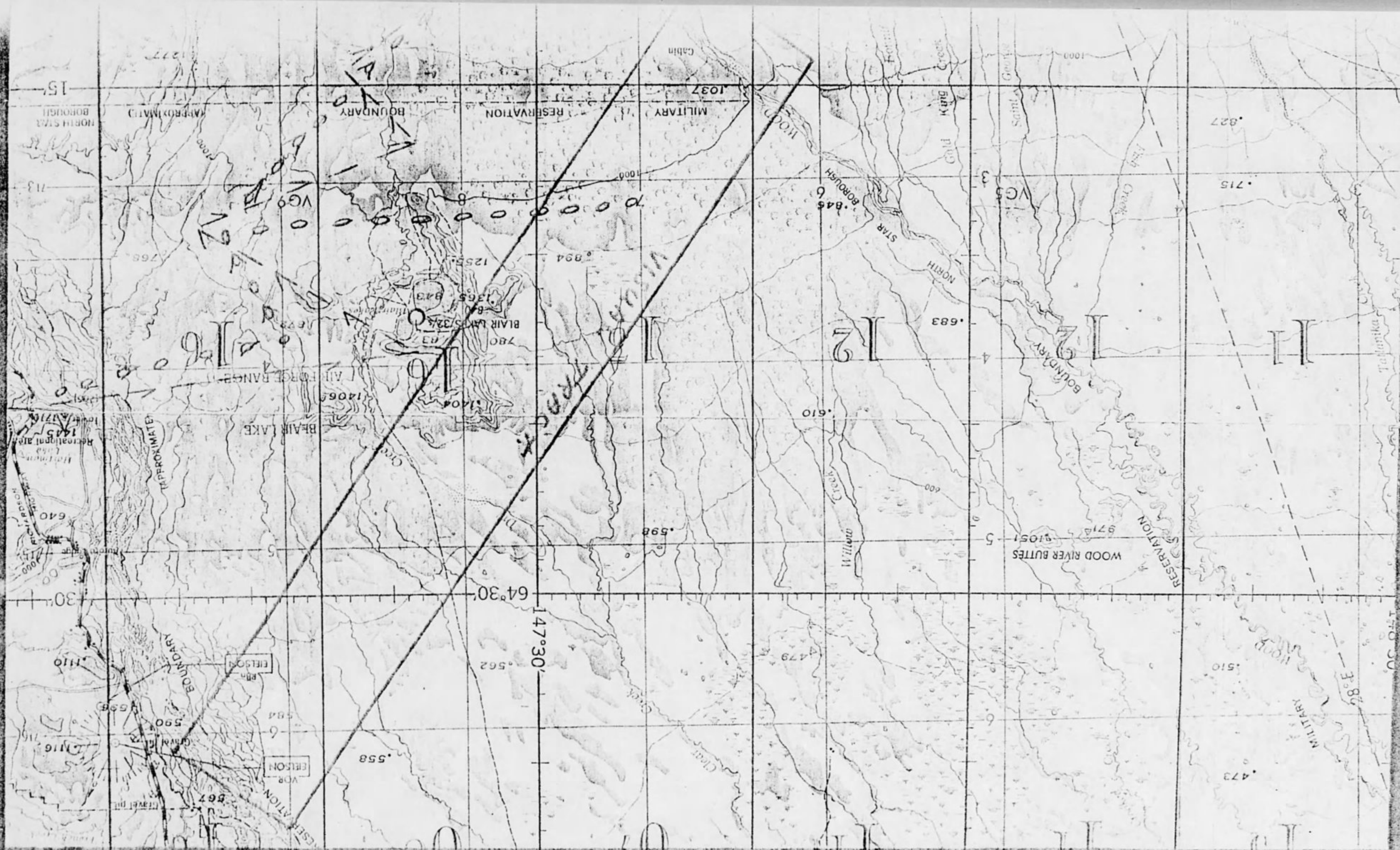
LOCATION DIAGRAM FOR NQ 5, 6-15
 (WAC INDEX SHOWN IN BLUE)

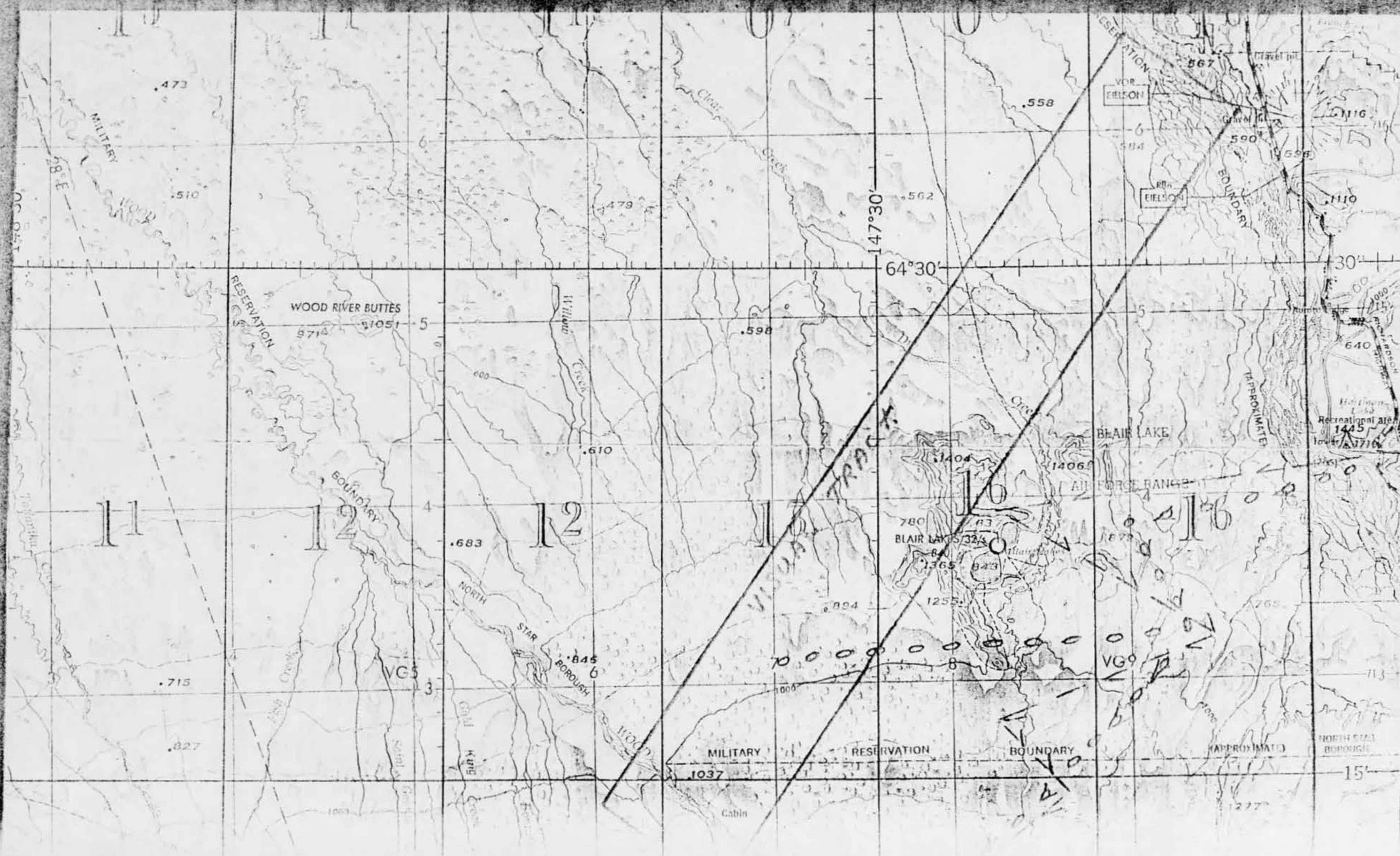
NQ5,6,5	NQ5,6,6	NQ5,6,7	NQ5,6,8	NQ7,8,5
NQ5,6,9	NQ5,6,10	NQ5,6,11	NQ5,6,12	NQ7,8,9
UNITED STATES				
NQ5,6,13	NQ5,6,14	NQ5,6,15	NQ5,6,16	NQ7,8,13
NP5,6,1	NP5,6,2	NP5,6,3	NP5,6,4	NP7,8,1
NP5,6,5	NP5,6,6	NP5,6,7	NP5,6,8	NP7,8,5

SERIES 1501 AIR
 SHEET NQ 5, 6-15











1. DATE-TIME GROUP 11 Jul 68 0300 local 1200Z	2. LOCATION EIELSON AFB, ALASKA
3. SOURCE military	10. CONCLUSION RADAR: Probable Anomalous propagation VISUAL: Probable Astronomical (MOON) <i>get</i>
4. NUMBER OF OBJECTS one	Comments: See reverse side of card
5. LENGTH OF OBSERVATION 25 mins	11. BRIEF SUMMARY AND ANALYSIS At 0300 local, several aircraft controllers sighted a large orange or yellow light in a clear area of sky south of the base. The light did not move much laterally (except slightly west) and gradually became dimmer until it disappeared to 0325 into the haze that had moved into the area. The Fairbanks RAPCON was contacted, by the tower personnel, and reported radar returns south of Eielson AFB.
6. TYPE OF OBSERVATION ground visual	
7. COURSE see case	
8. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
9. PHYSICAL EVIDENCE <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

FORM

FTD SEP 63 0-329 (TDE) Previous editions of this form may be used.

COMMENTS: The 744 ACQ Squadron at Murphy Dome located 35 km west of Eielson AFB was requested to report any visual or radar sightings in area in question. No sightings were made. There were no known aircraft or balloons that could have been in the area. There was a good correlation between times of the radar sightings and visuals but radar sightings do not correlate well with visuals in reference to movement, quantity of objects involved and position of objects. This combined with the statement by the RAPCON console operator that he thought the paints were radar "ghosts" indicates that the radar paints were indeed due to anomalous propagation. At 0300 local the moon was at azimuth of 194 deg and elevation of 5 to 6 deg and was very nearly a full moon (full moon 10 Jul 68). At about 0325 local it was at approximately 201 deg az and at about 4 to 5 deg elevation. This combined with the statement that the object was seen in a bright patch of sky and that the sky gradually hazed over in the south would seem to indicate that the observers were looking at the moon.

Atk 3-2

EIELSON WEATHER 11/1100Z - 11/1400Z

NO UNUSAL WEATHER OBSERVED

11/1100Z EIL 800E1100/30 57/31/3304/961/MAG 30 30°F
(11/0200L) UTM 60150/30 15 033/39/41/2203/959
CORDS 1.5 S
SIG 600100/30 034/34/43/2704/962

11/1117Z UTM 40100/30 7 2407/969 VSBY 2 SW-W
(11/0217L)

11/1200Z EIL 800E1100/30 031/54/37/3407/MAG 31
(11/0300L) UTM 401 1/2 F 050/48/46/2705/968
SIG 600E100/30 031/53/50/3409/961 BLNDVC

11/1300Z EIL 800E1100/30 55/38/3404/960 MAG 31
(11/0400L) UTM -NM6 5F 046/49/47/2605/967 F3
SIG 600E100/30 031/52/48/2605/961 RWU SW

11/1400Z EIL 800E1100/30 53/39/2603/961/MAG 23 E-S-W VIRGA
(11/0500L) UTM -NM 7 5F 045/49/48/2607/967 F4 CIG RGD
SIG 600E100/30 032/53/49/2505/962 RWU SW

DATA FOR FAI 11/1200Z RAOS (11/0300L)

FREEZING LVL 7400 FT MSL
WEAK INVERSION SFC-1500 FT MSL
SFC TEMP +13°C 1500MSL TEMP + 14°C

SUNRISE, SUNSET (EIL)

SET 10/2109L
ROSE 11/0239L
SET 11/2106L

Martin P. Wiess

MARTIN P. WIESS, Capt, USAF
Chief Forecaster

* * * * *

The disorientation that pilots experience during night formation flight may result from what is called the autokinetic illusion. The autokinetic illusion is a visual phenomenon in which a stationary spot of light against a dark background appears to move erratically. It is known to have been experienced by pilots when they were observing formation lights on other aircraft (8). In fact, this illusion can disorient a trained pilot to the extent that he will spin in a link trainer (8). In a recent night formation flight accident a surviving pilot reported that he "saw" the other two aircraft in the formation peel-off to the left when, actually, they had not changed course (16). On the basis of this false information he maneuvered his aircraft so as to collide with the other two with a resultant loss of one pilot and three F-86D aircraft. The "peeling-off" of these two aircraft is typical of the nature of the autokinetic illusion.

Investigations of the autokinetic illusion reveal that the apparent movement is greatest and most frequent when small (point-source), dim lights are being viewed; but it is still present in the case of large light sources (6, 7) and, although to a lesser degree, when viewing patterns of lights (8). Therefore, the use of more or larger area reference lights in formation flight should cause a reduction in the autokinetic effect. It has been demonstrated that autokinetic movement was frequent and large when only one reference light was visible during formation flight, was much reduced when two reference lights were visible, and reduced even more when three reference lights were visible (8).

* * * * *

REFERENCE WADC TR 55-124

2-1-57

MEMO FOR THE RECORD

14 November 1968

Subject: Telephone call of 13 Nov 68 to Minot AFB, North Dakota

On 13 November 1968 we called Minot AFB for Col Werlich, however, there was no answer at either of his telephone numbers. The base telephone operator said that they were having an exercise at the time and wouldn't be answering their phones. We had wanted to request information on the weathers radar.



KENMARE

TOLLEY

OTC 14 2
HATON
FISH
ARENA
UTCL 12 2

CRPIO

Handwritten notes in a box, including the words "HATON", "FISH", and "ARENA".

LA DUNES



N



DATE 12/20/80

LANSFORD



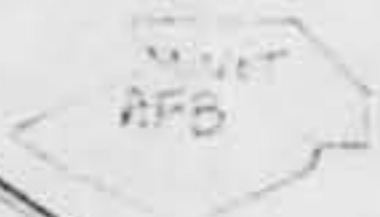
FIRST
VISUAL
SIGHTING



GLENBURN



MYRT
AFB



N



SCALE 1:200

100-45W

1200N



MINT

101-00W

48-00N

12-00N

48-15N

101-30W

MINC

A 44 88 CC EE



STATEMENT

12 July 1968

At approximately 0330 hours 11 July 68, I was notified by the Control Tower personnel that they had sighted an aircraft or object that appeared to be at a low altitude over the trees Southwest of the Base. I proceeded to the tower arriving at approximately 0340, by which time the object had proceeded in a Southerly direction and could no longer be seen by the naked eye. However, Approach Control reported that they had been observing slow moving returns in the vicinity and direction that the observation had been made. Approach Control was asked the distance and bearing of the returns, and reported that it was to the South at a distance that I cannot recall. I looked in that direction through the Binoculars and observed what appeared to be a very dim object reflecting light that was almost obscured by clouds and haze. It appeared to be either almost stationary or flying directly away about 10-15° above the horizon. The clouds were quite dark and low in the area and the object or phenomenon faded out of sight within approximately 5 minutes. I could not determine or estimate it's size, distance, or altitude, and I believe it could well have been some reflected light phenomenon, a light plane, helicopter, or some other earthly object, however I have no idea what the purpose a manned aircraft might have had in that area at that time of day, unless it was spotting moose or other wildlife. An NCO at the Murphy Dome Air Defense Radar Site was contacted during the incident and he reported that they had no returns on their Radar in the vicinity. No further action was taken.

The above statement is true and correct to the best of my recollection, is for Official Use Only, and not to be released to the public without my consent.

Harold R. Gannon
 HAROLD R. GANNON, Major, USAF
 Supervisor of Flying
 6th Strategic Wing (SAC)

CC CH CK CL CM CN CO CP CQ CR CS CT CU CV



T UU VV WW XX YY ZZ AAA BBB CCC DDD EEE FFF GGG

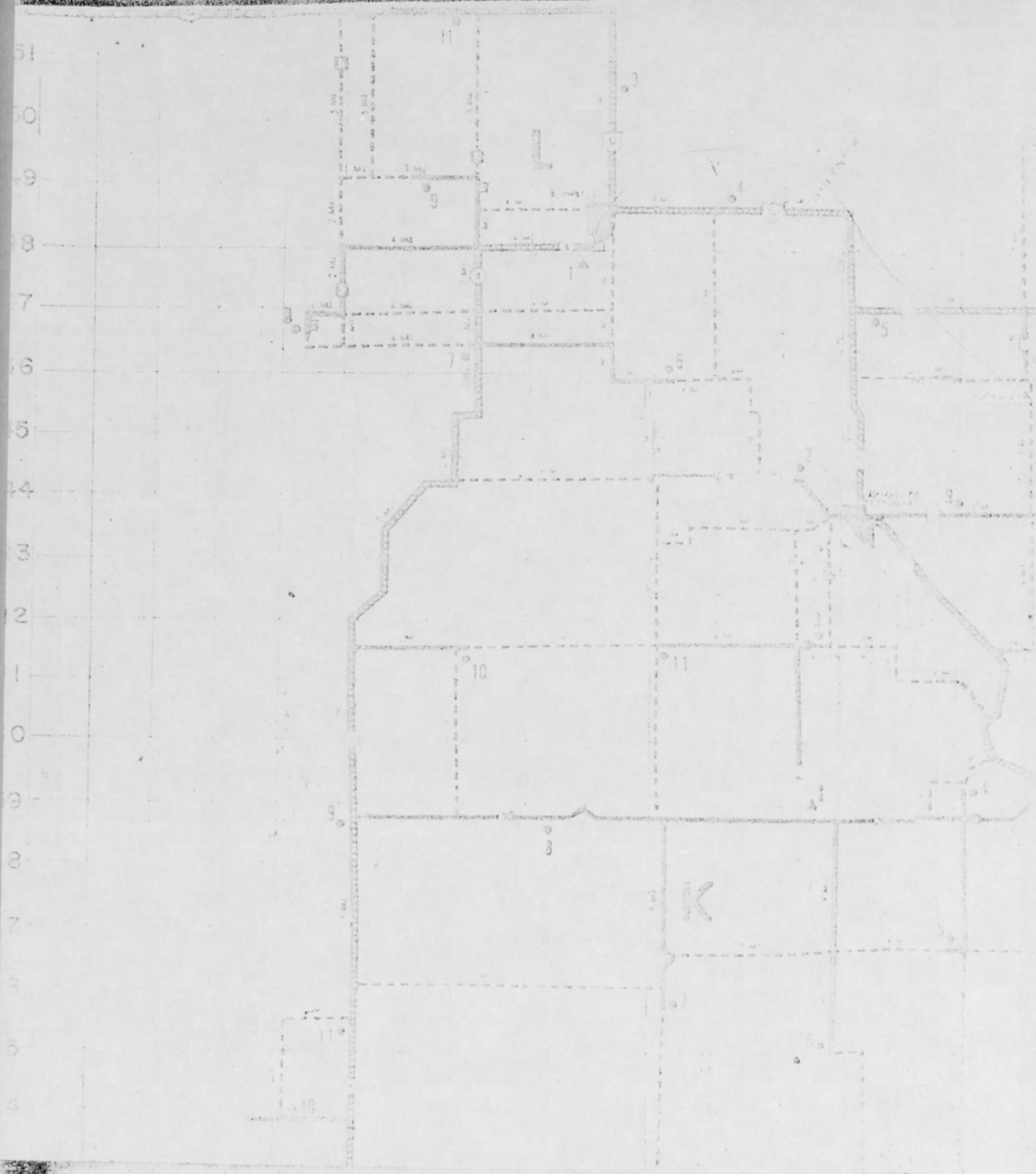
57

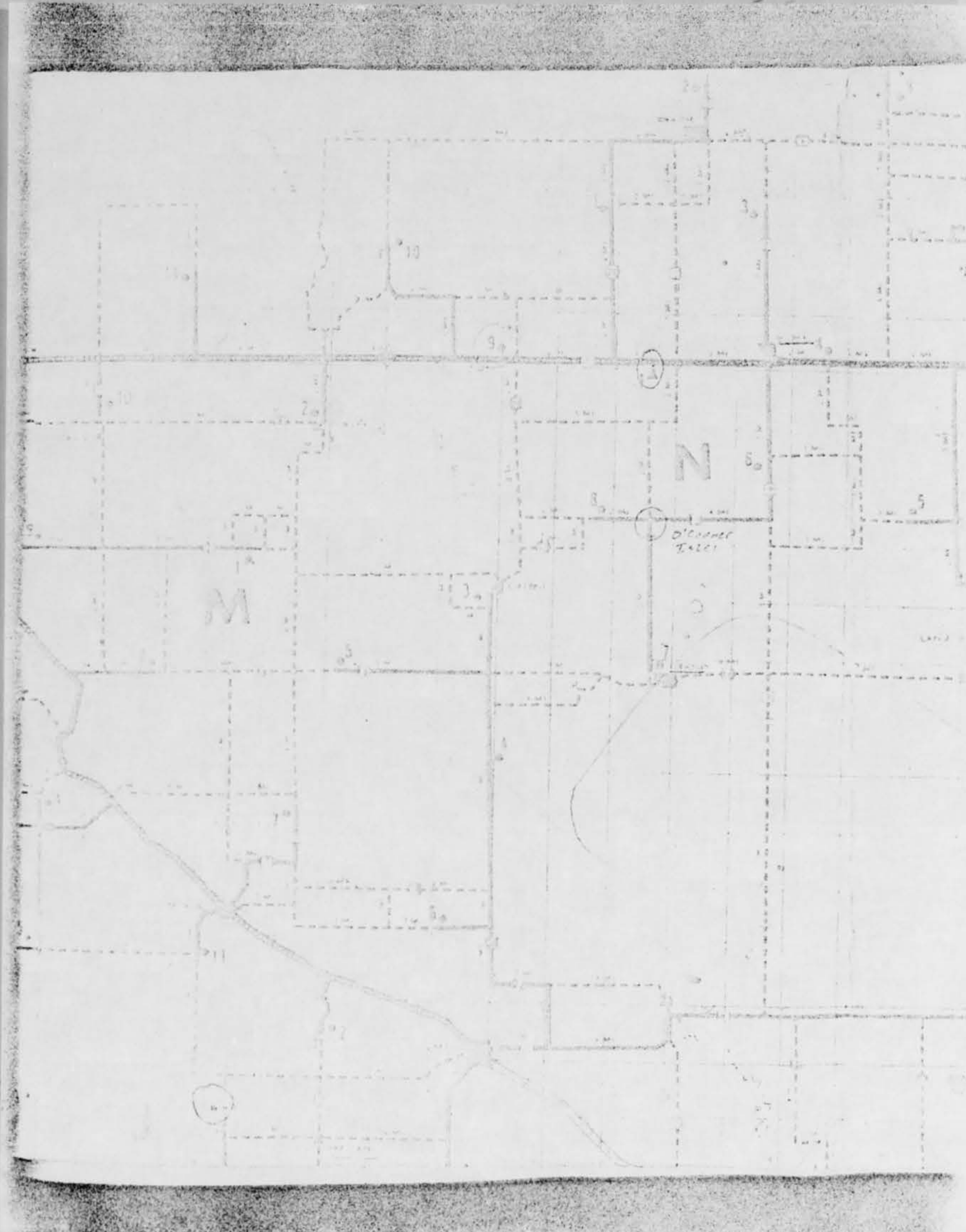
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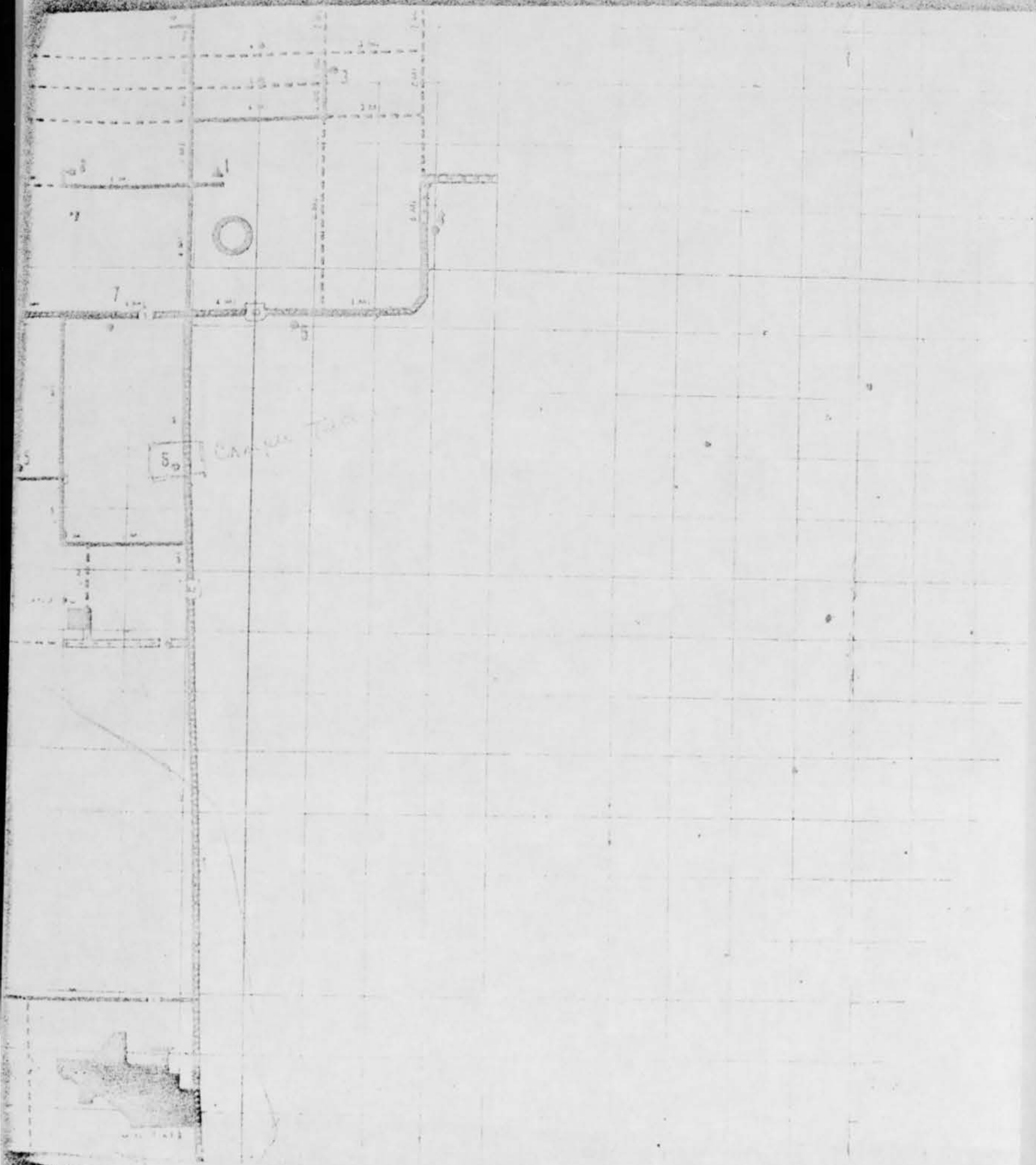
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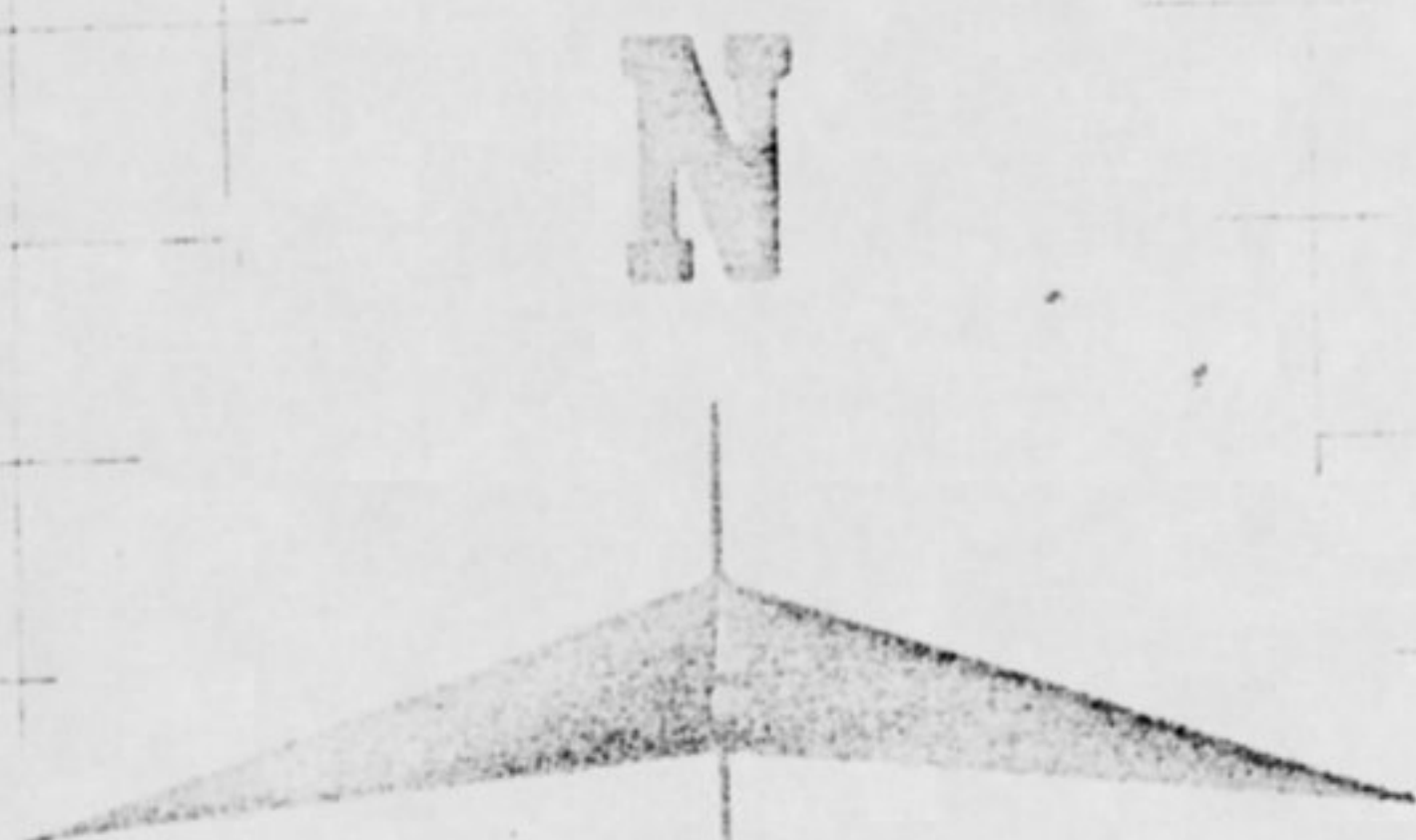








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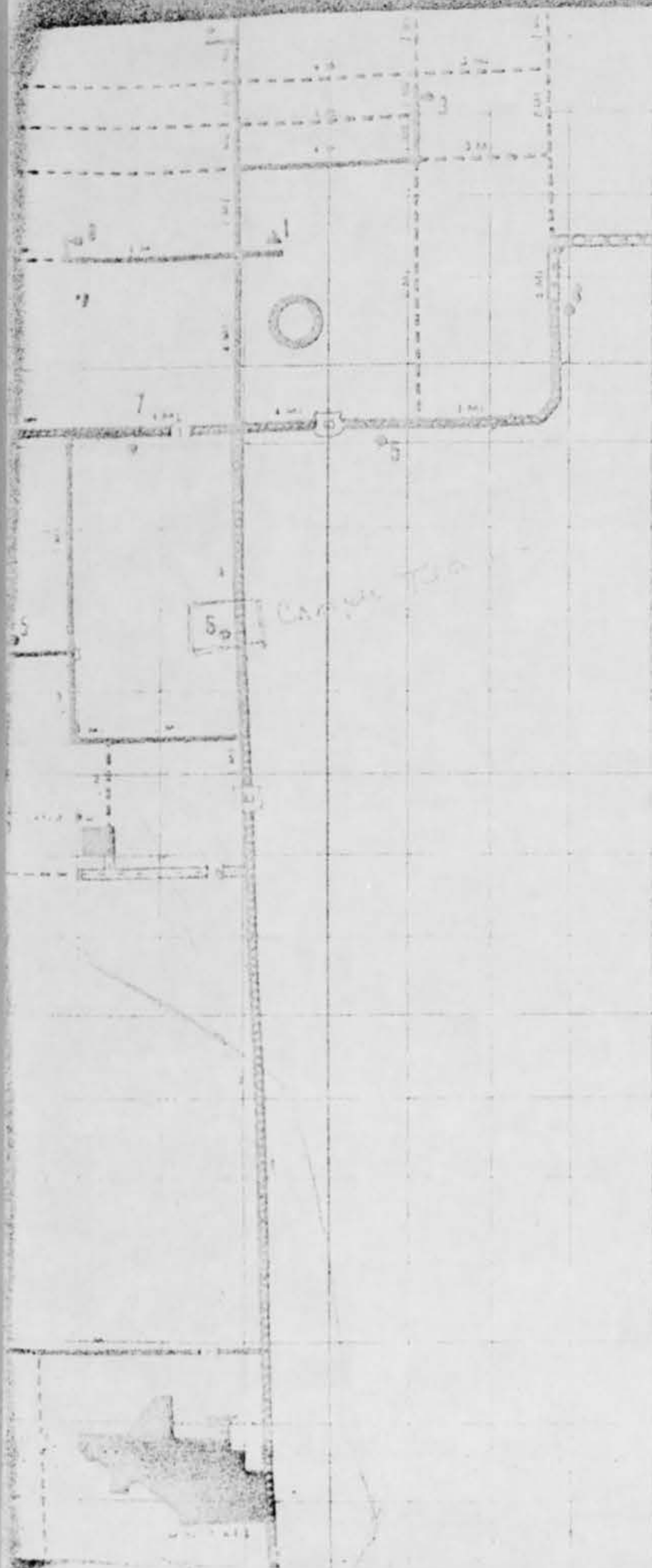
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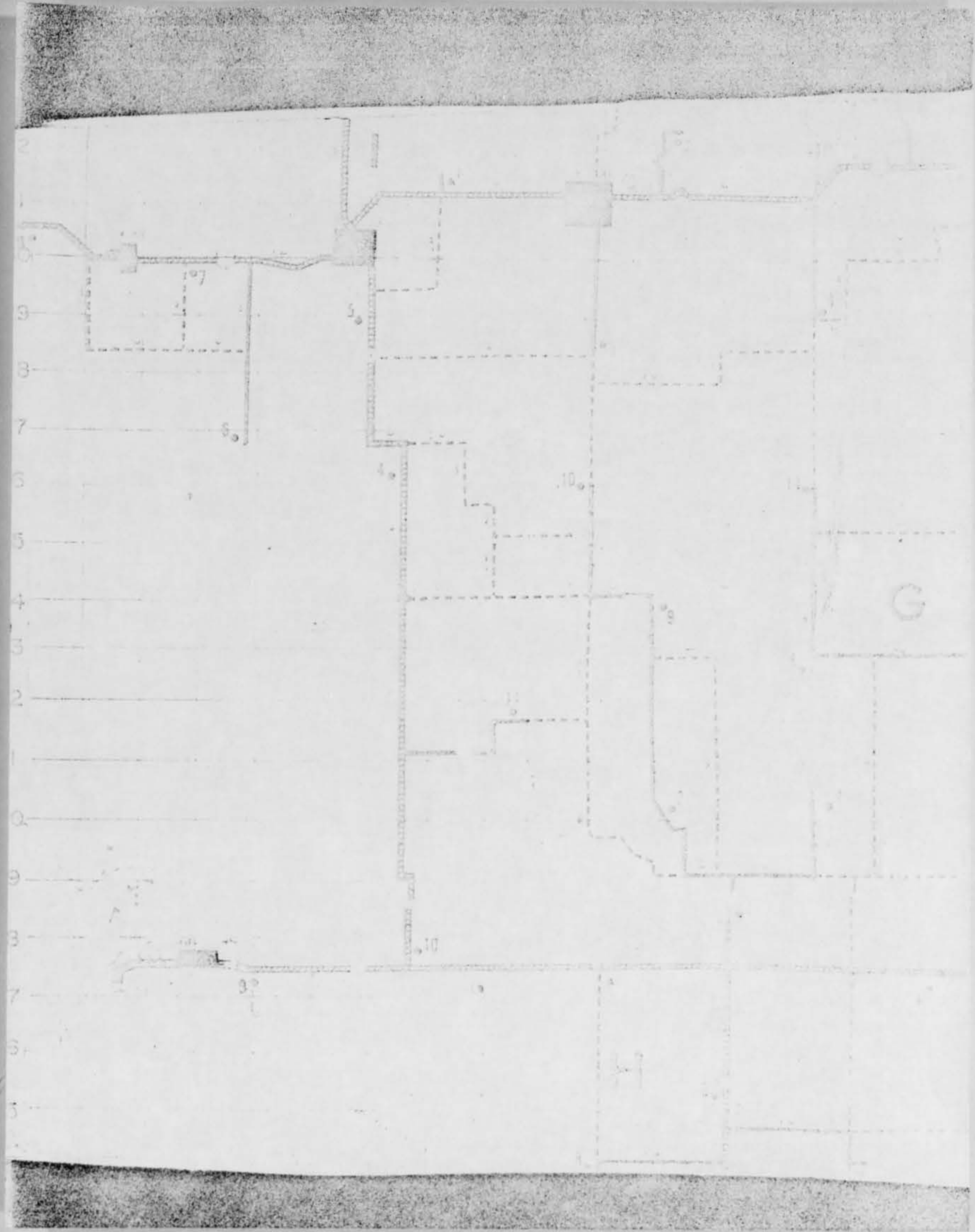
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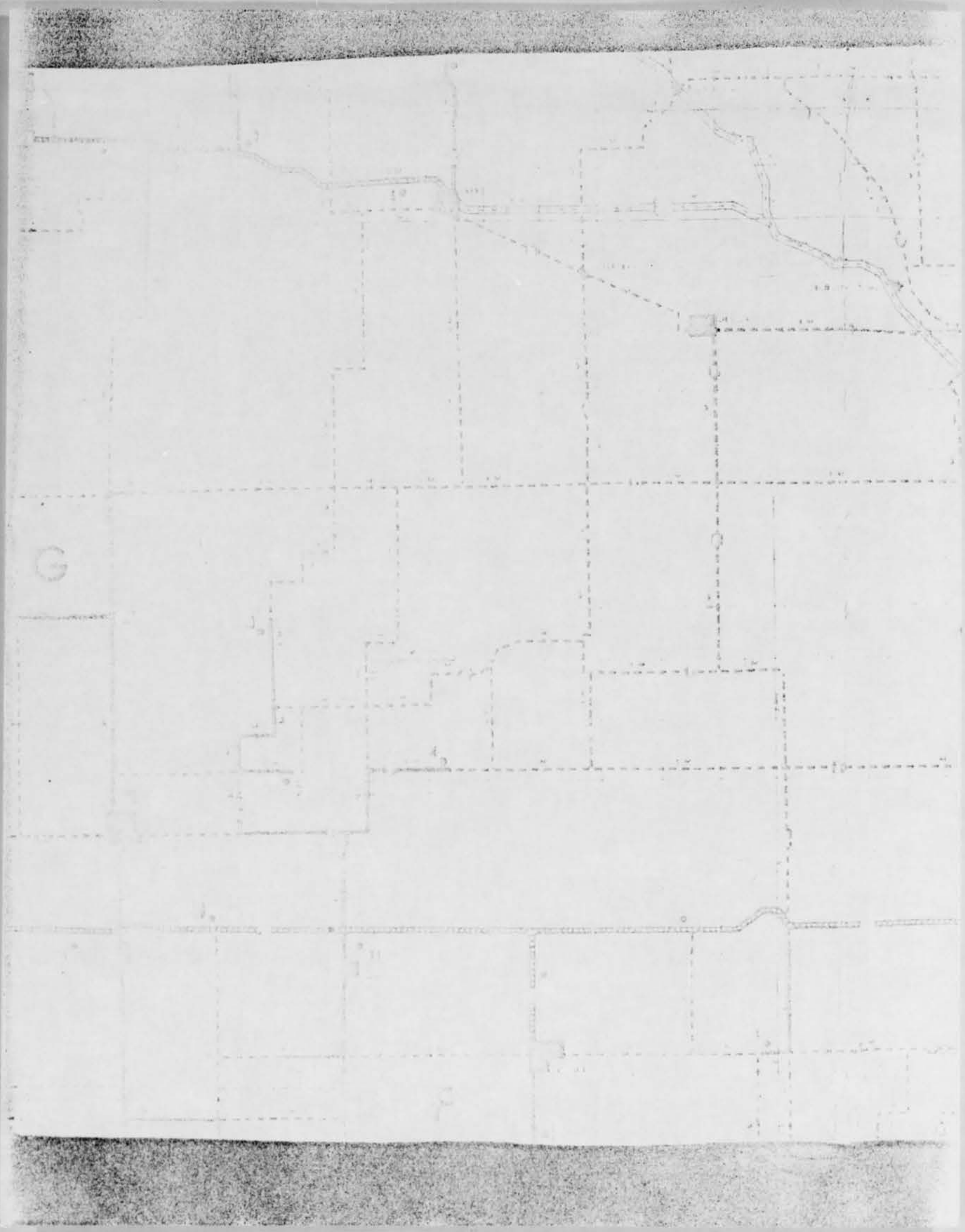
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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 5010th COMBAT SUPPORT GROUP (AAC)
APO SEATTLE 98737



REPLY TO
ATTN OF Donald A. Sproul ATCS(T) Eielson RAPCON 14 July 1968

SUBJECT: Statement of Possible Correlation of Visually Observed Light Emitting
Object or Phenomina With a Radar Observed Target

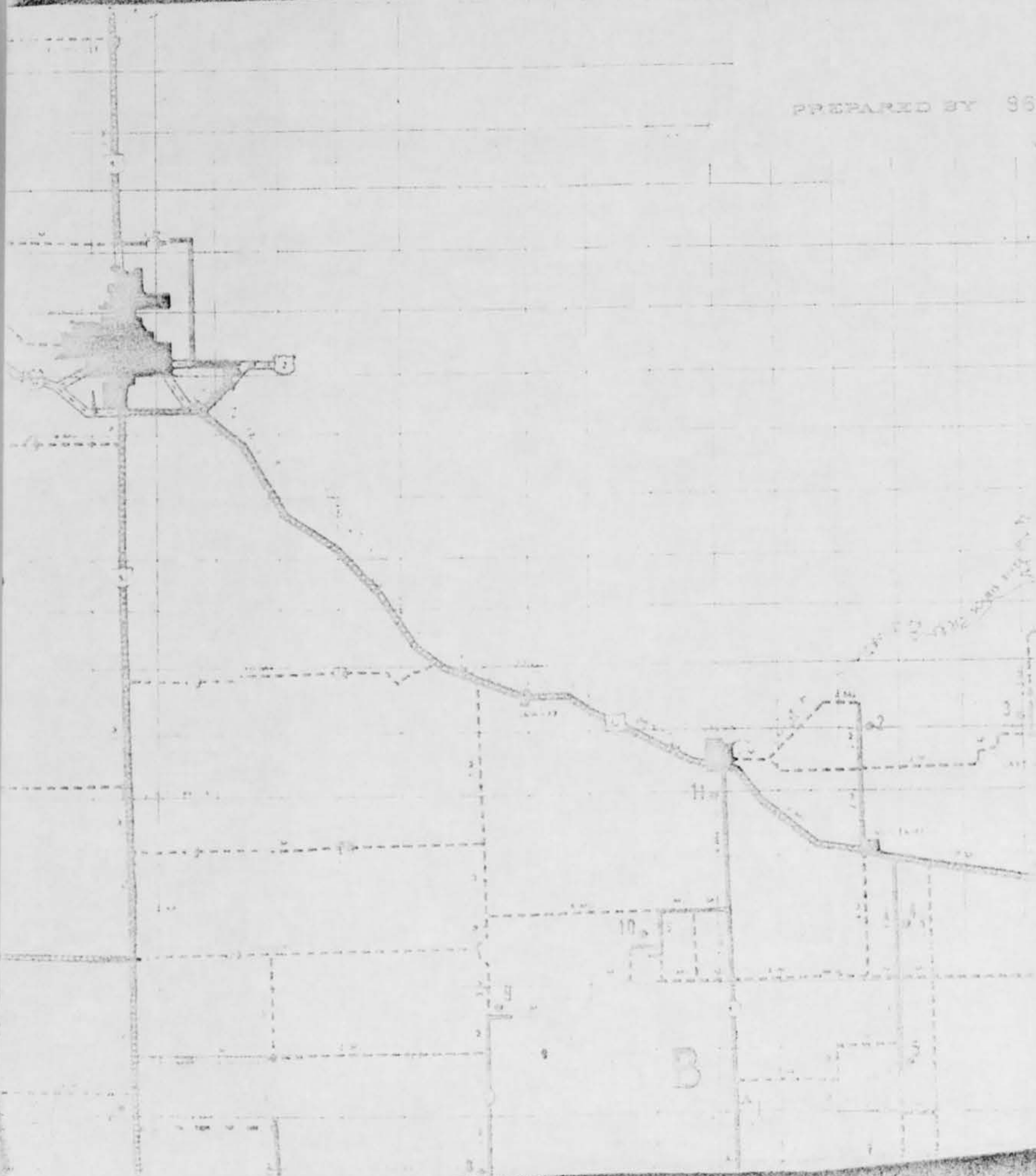
TO: Intelligence Officer
Eielson AFB, Alaska
APO Seattle 98737

1. On the morning of July 11, 1968 at approximately 4:05 AM ADT Eielson Tower Personnel called the RAPCON and asked me if I could "See" something about 20 miles to the south on our radar. I informed them that I did observe a radar target at 18 miles, Bearing about 140 degrees magnetic (29 Degree variation from true) from our radar antenna. I was asked to "Keep an Eye" on this target and this I did do.
2. The Radar Target was initially observed at approximately two miles south of the Harding Lake Tower on a south westward heading; At the outset the speed appeared to be about 90 knots. After proceeding on this heading for ten miles, the target abruptly (no turning ARC noted) headed to the east and after reaching a point about five miles south of the originally observed position it again headed southwest. The target made one more zig-zag in it's southwestward track and slowed to about thirty knots. This target faded from the radar ten miles east of the Gold King Airport after being observed for about thirty five minutes. Two radar targets were noted on this observed track for about three quarters of the "Paints".
3. Approximately ten minutes prior to the fading of the original track, there appeared two additional targets at the origin of the first. These started out along the original track but then split into two separate targets at a point about fifteen miles southwest of the Harding Lake Tower; One, following generally the track of the first observed targets. The other target tracked due west and faded about thirty miles south (180° Mag from the radar antenna). The southwest bound target faded at a point about five miles north of the last observed target paint on the original track.
4. About 45 minutes had elapsed from the initial observation until the last.
5. Under certain Atmospheric conditions, especially in the early morning or evening, it is not uncommon for numerous targets to appear on the radar with no apparent explanation. These unexplained targets are commonly referred to as "Ghosts". Most of these fade after a veryshort period (several scans of the radar antenna). However a few do paint for a period of many minutes.

[REDACTED]

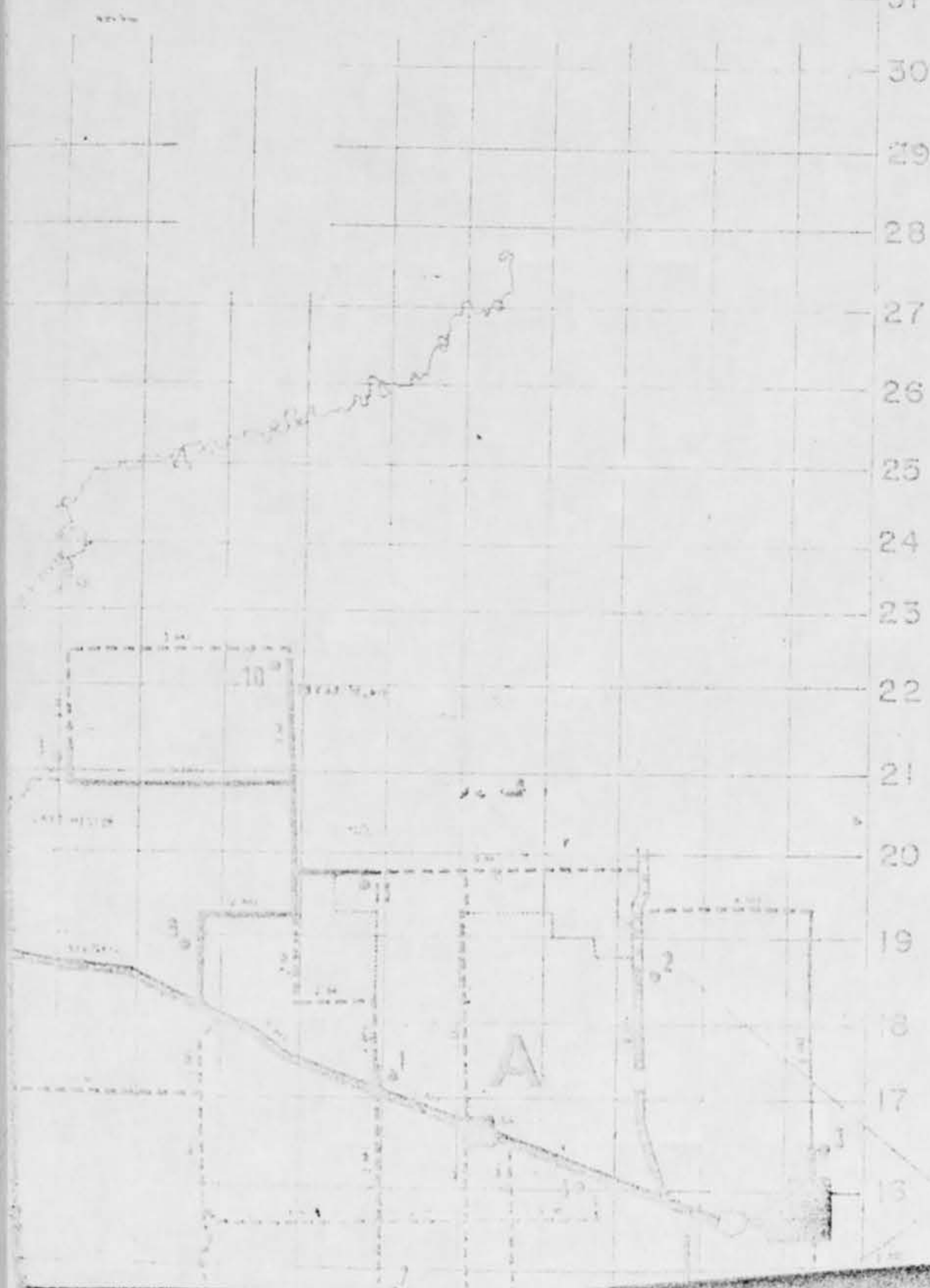
[REDACTED]

PREPARED BY 96



862 CES

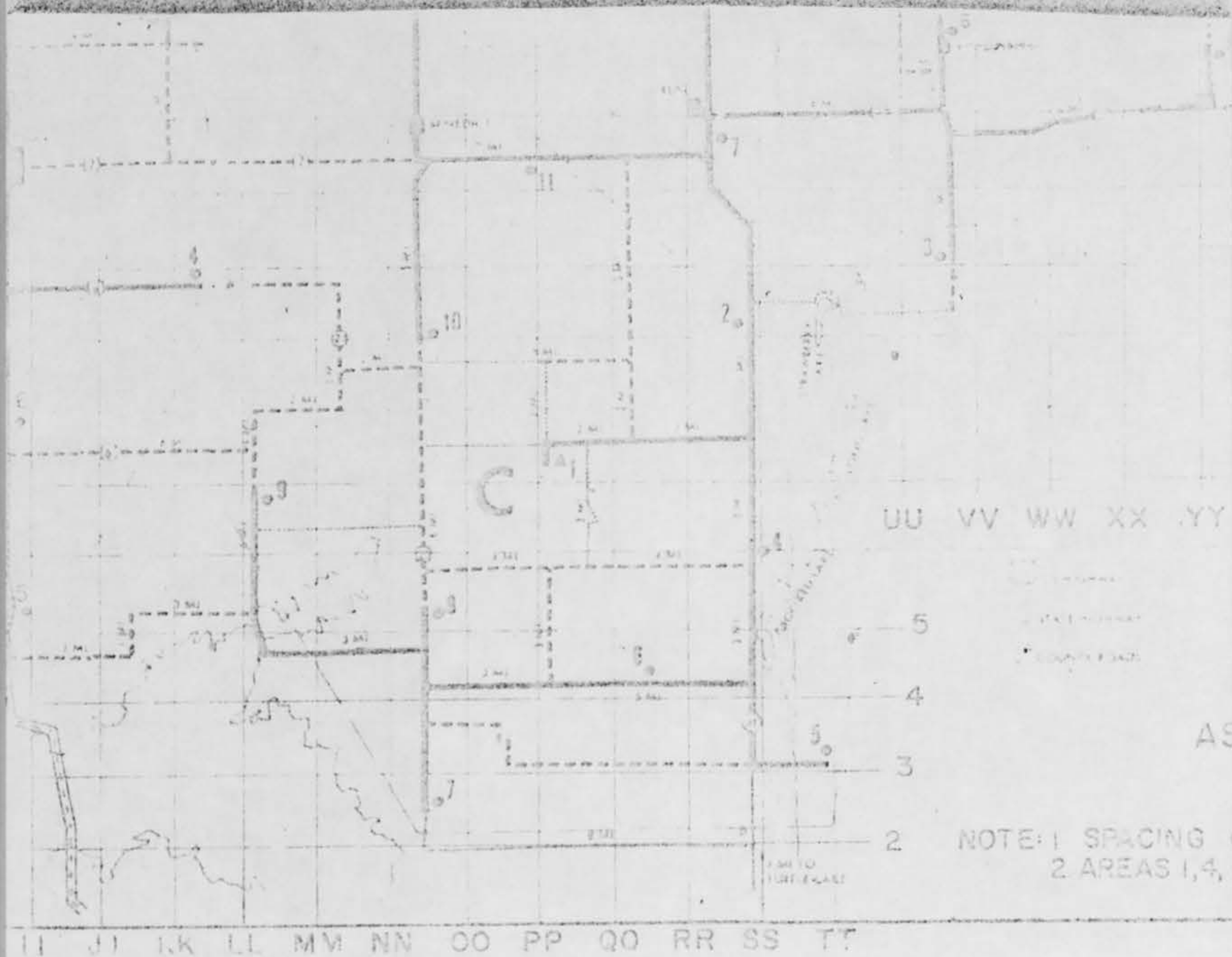
MINOT AFB ND DAKOTA





1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

SE DISASTER CONT



ROL GRID MAP



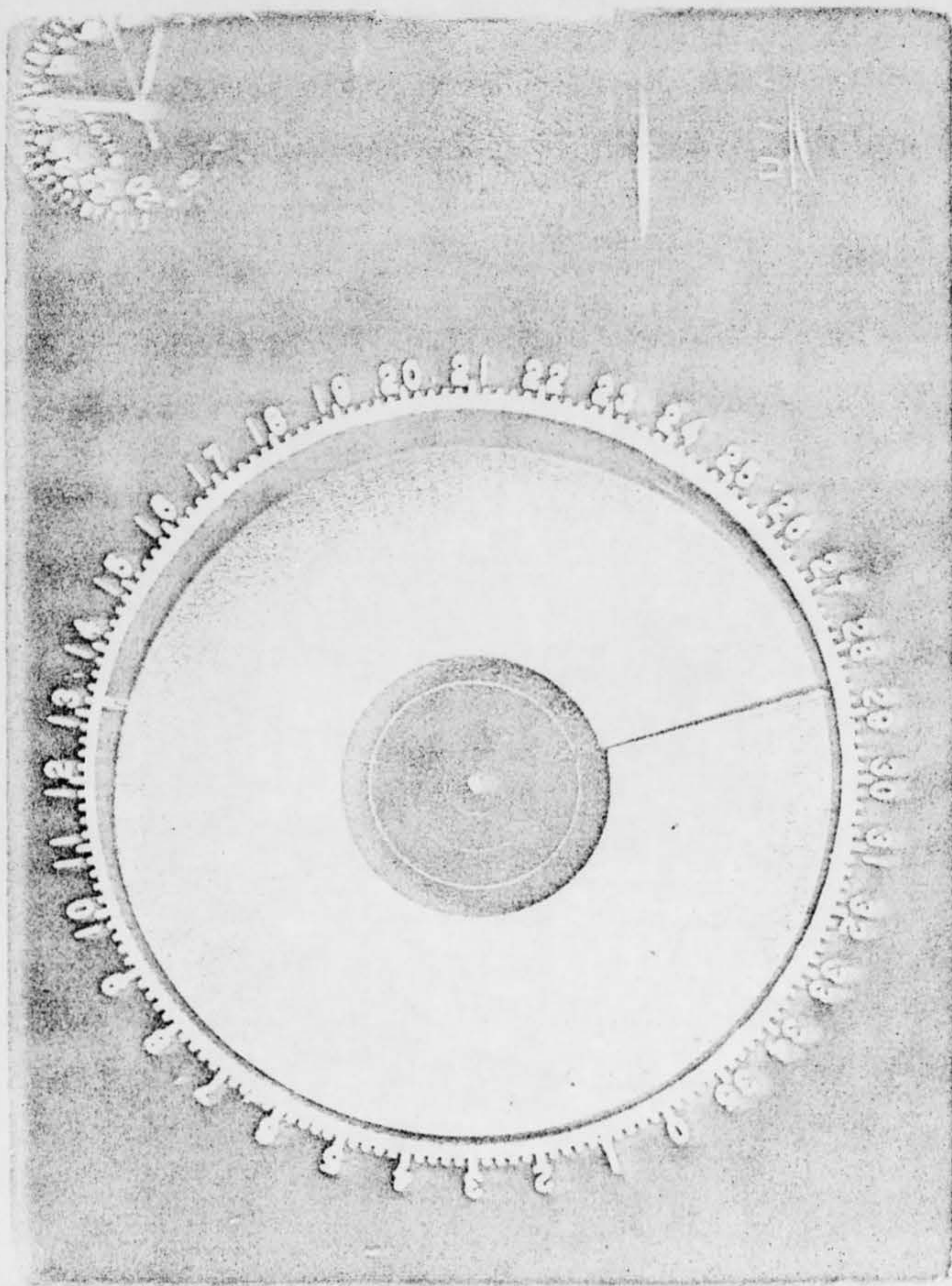
XX YY ZZ AAA BBB CCC DDD EEE FFF

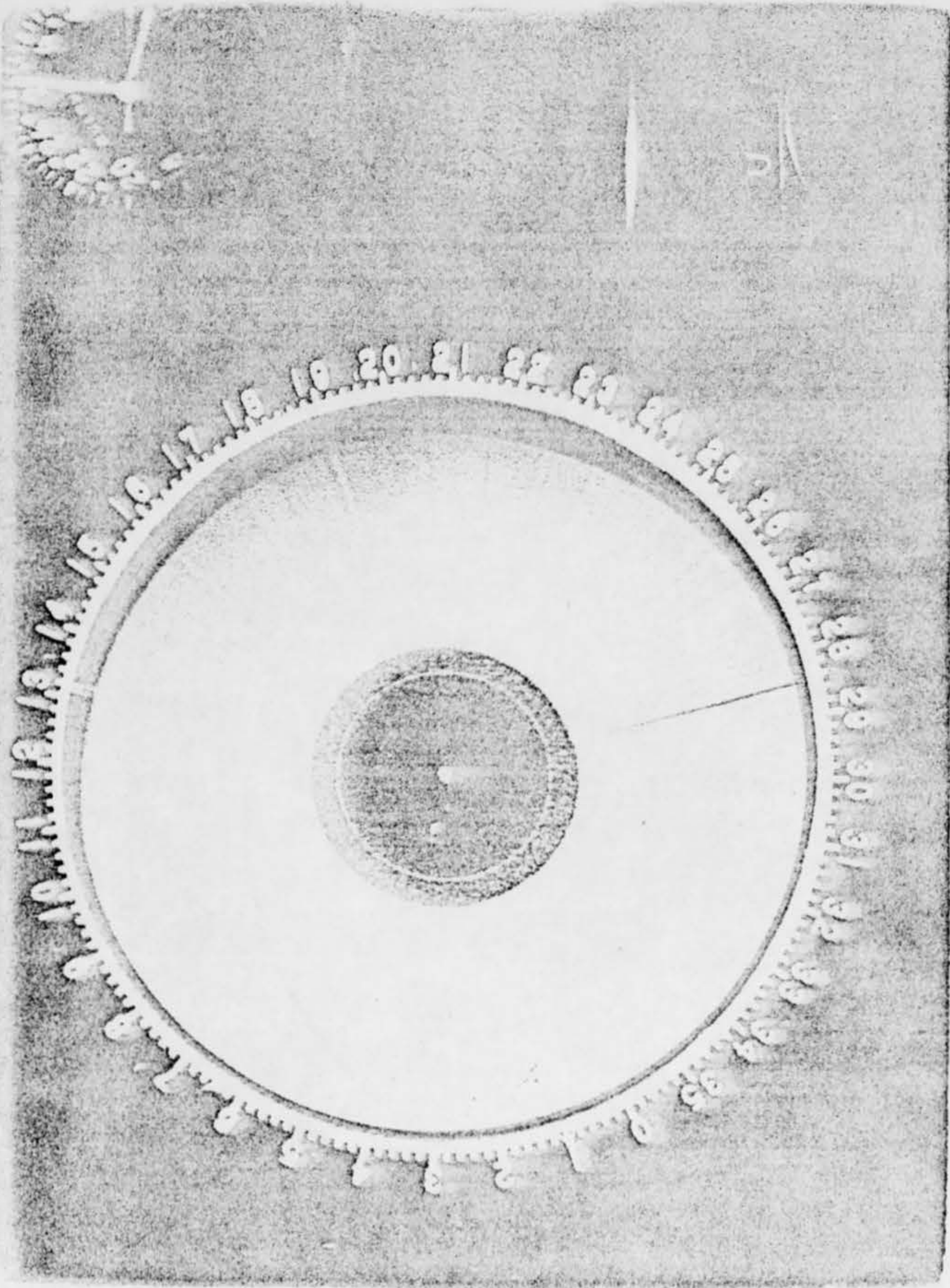
LEGEND:
——— ROAD
——— RAILROAD
——— POWER LINE
——— TELEPHONE LINE
——— FENCE
——— DRAINAGE
——— BOUNDARY
——— OTHER

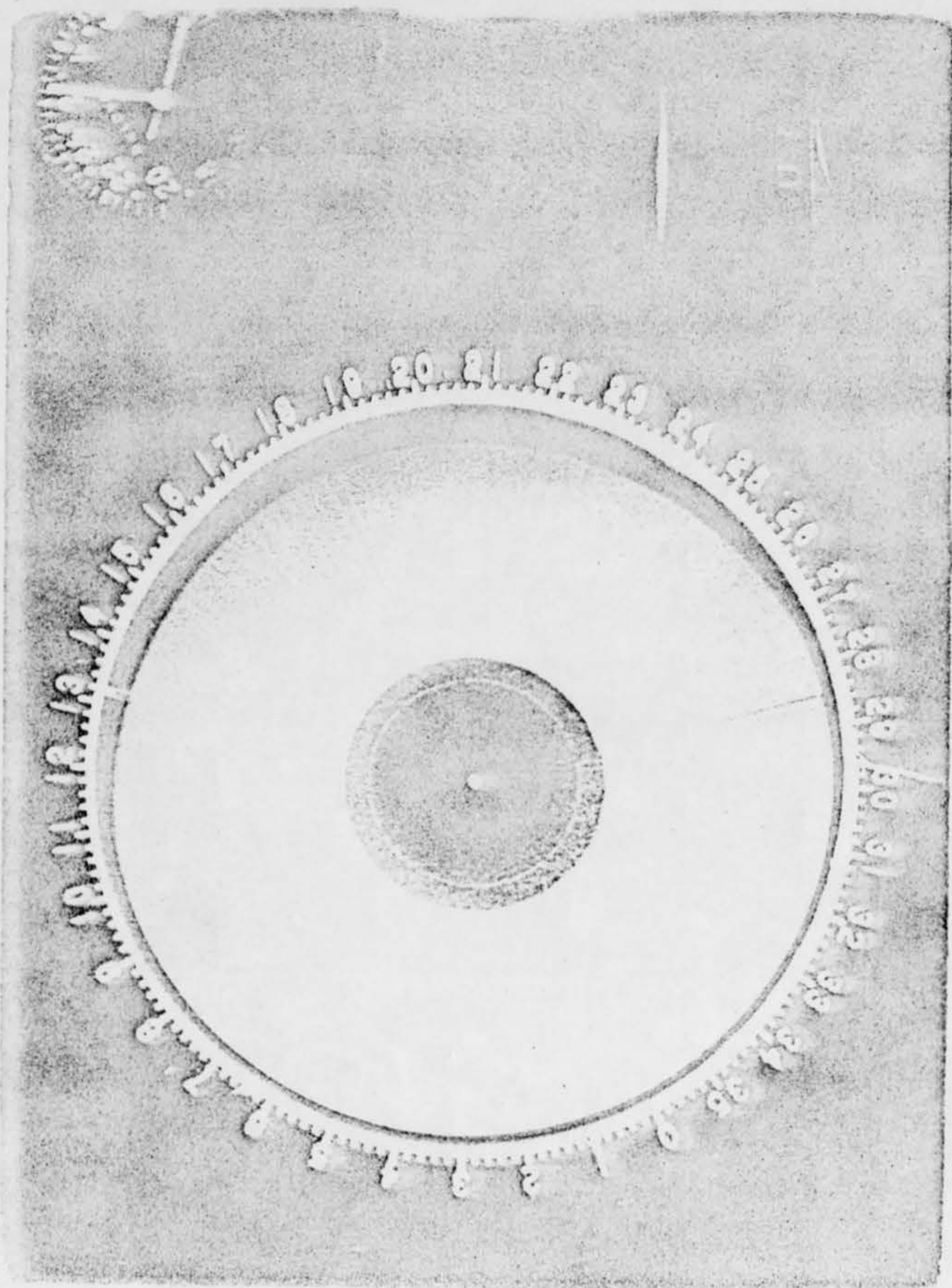
AS OF 9 NOV. 1965

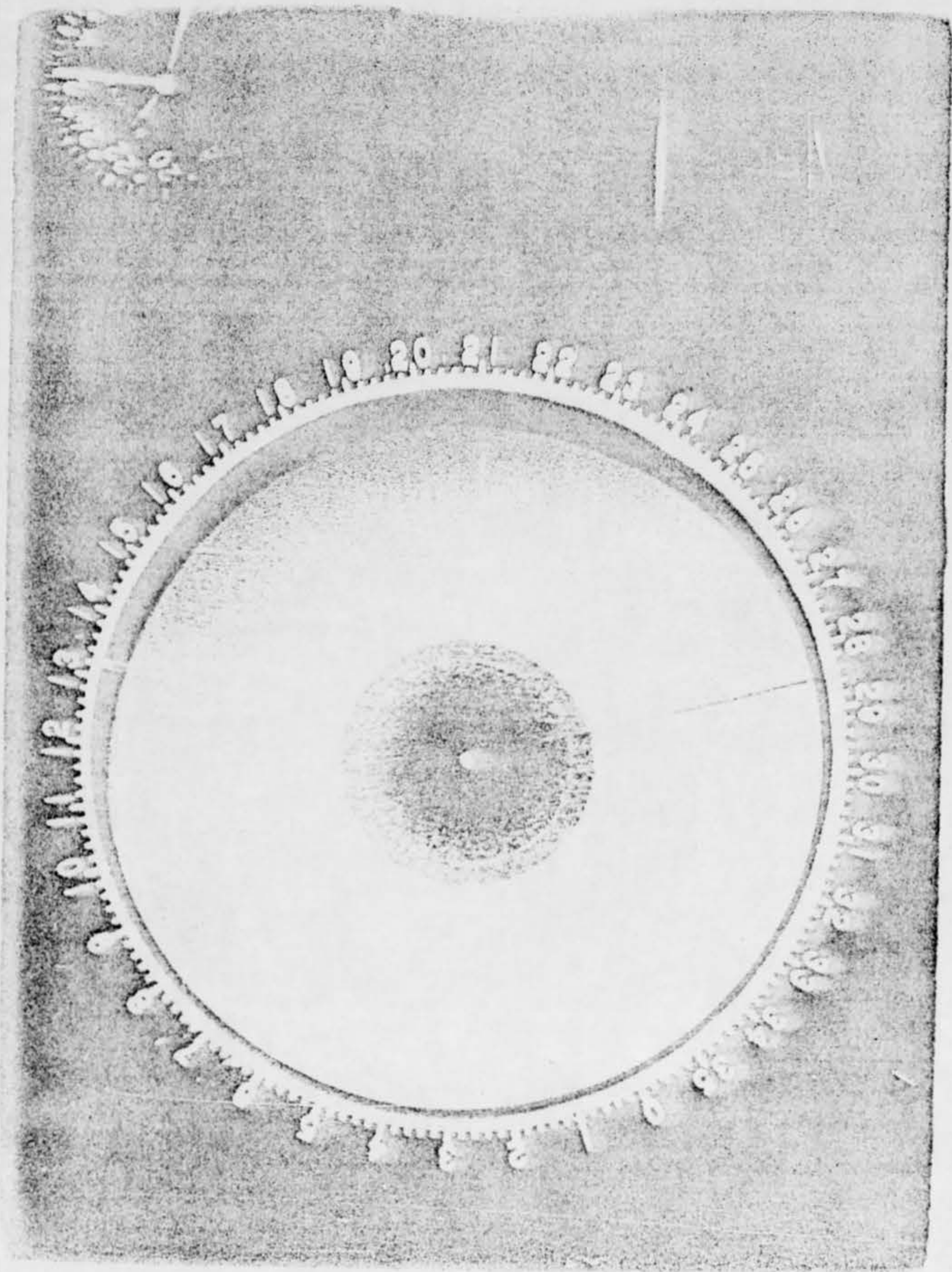
SPACING OF GRID LINES—APPROX. 2 MI.
REAS 1,4, & 9 REVISED PER USAF LETTER 9-11-65

CCC







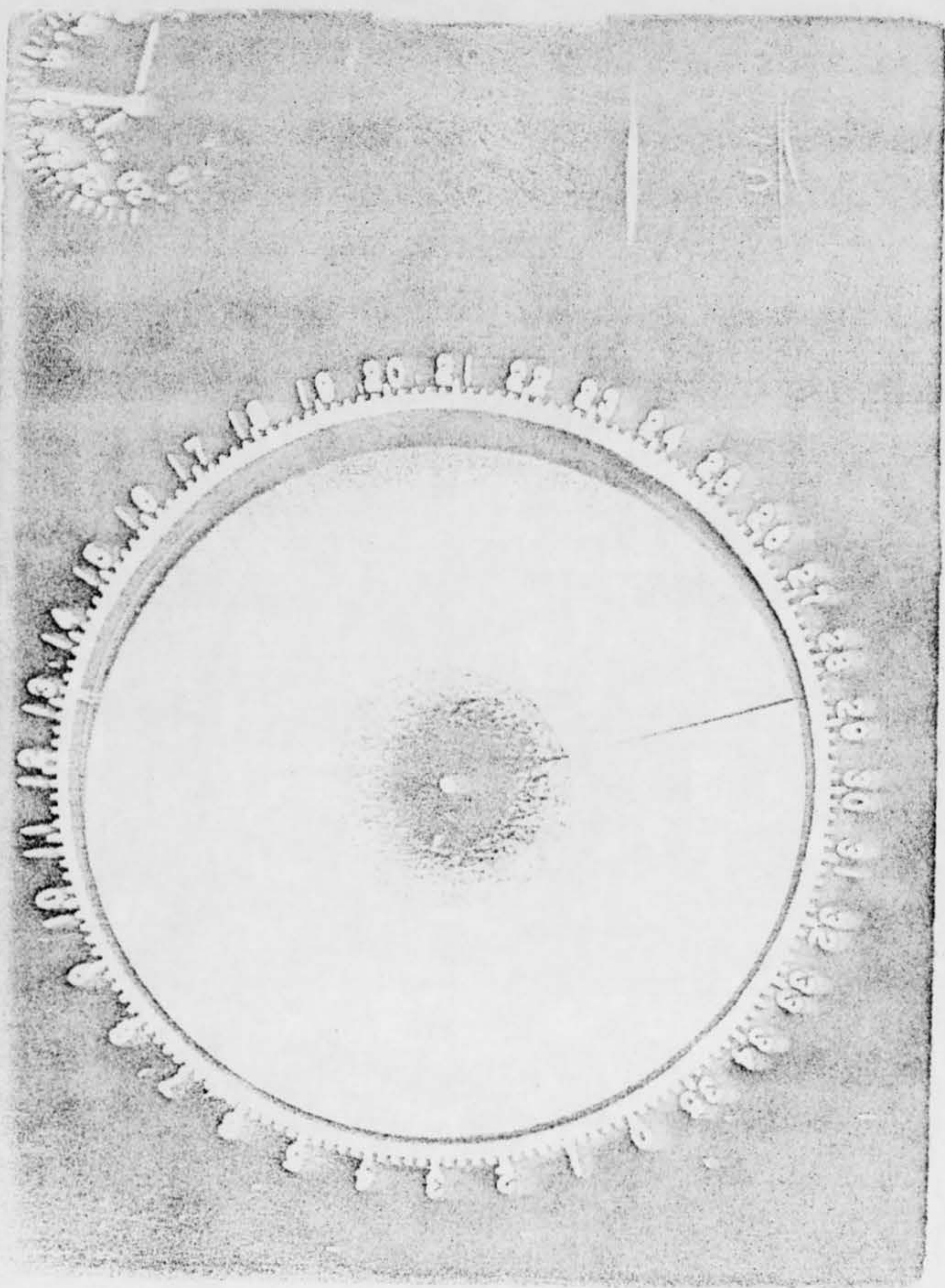


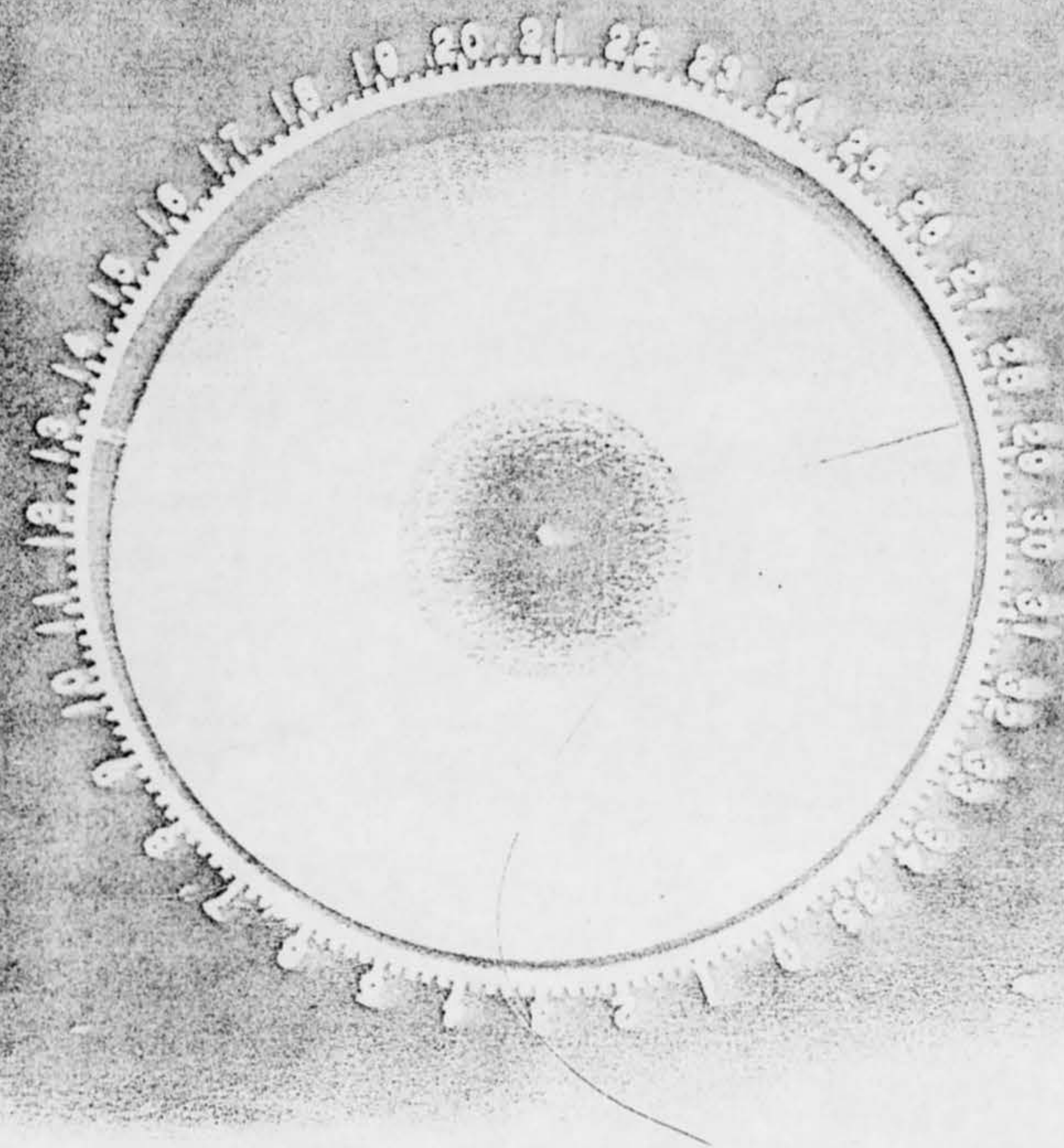
6. We in Air Traffic Control do not normally take note of every ghost or target that appears on the radar. Only those targets that are identified as IFR Aircraft or those that have requested VFR radar flight following, are observed closely. Occasionally an unidentified target is given special attention when it is apparent that it may become a factor in the control of an identified aircraft; All unidentified targets are given as traffic to the pilots of radar identified aircraft; Otherwise we have no need to maintain observation of unidentified aircraft or other objects which would result in a radar target.

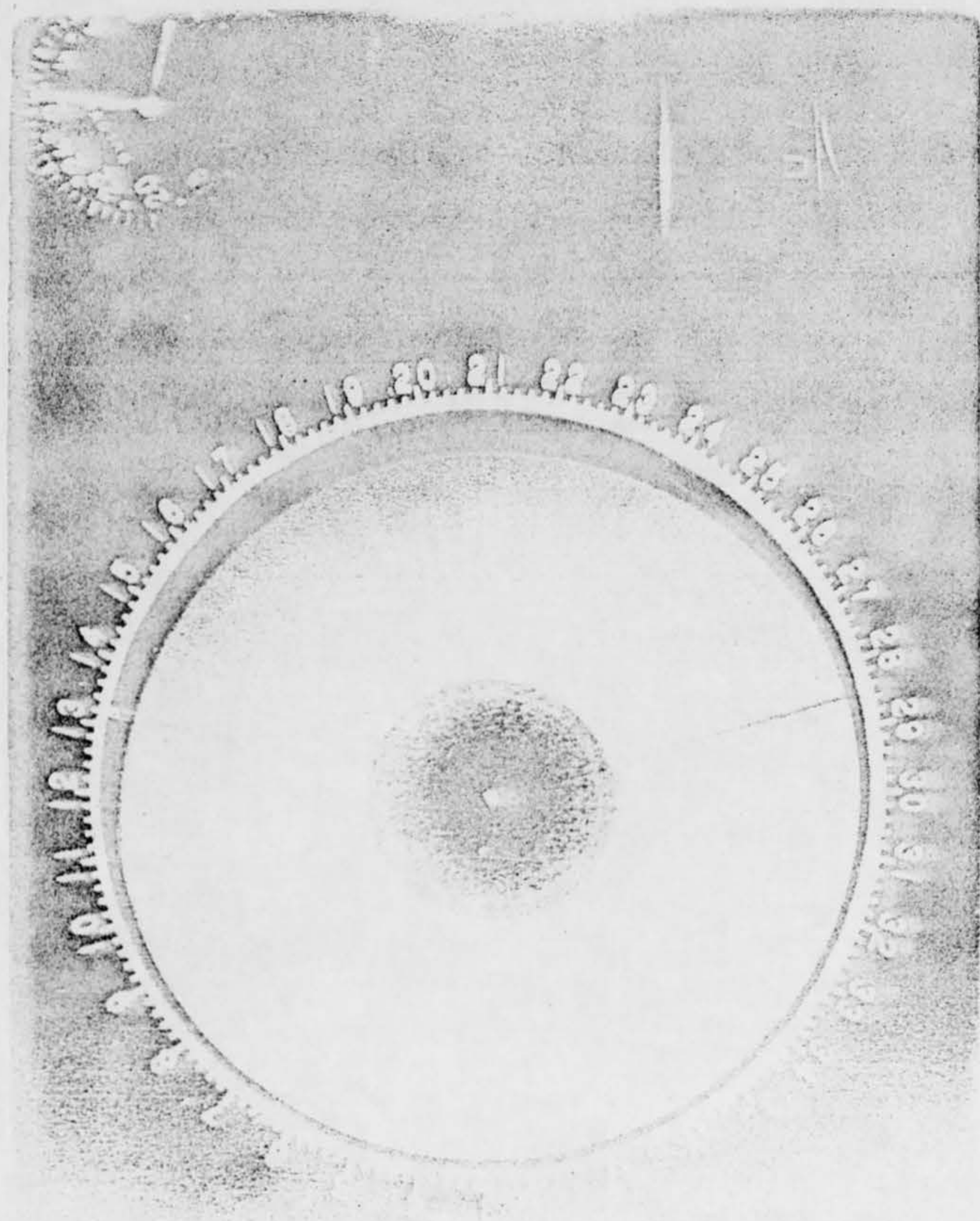
Donald A. Sproul
DONALD A. SPROUL
Eielson RAPCON

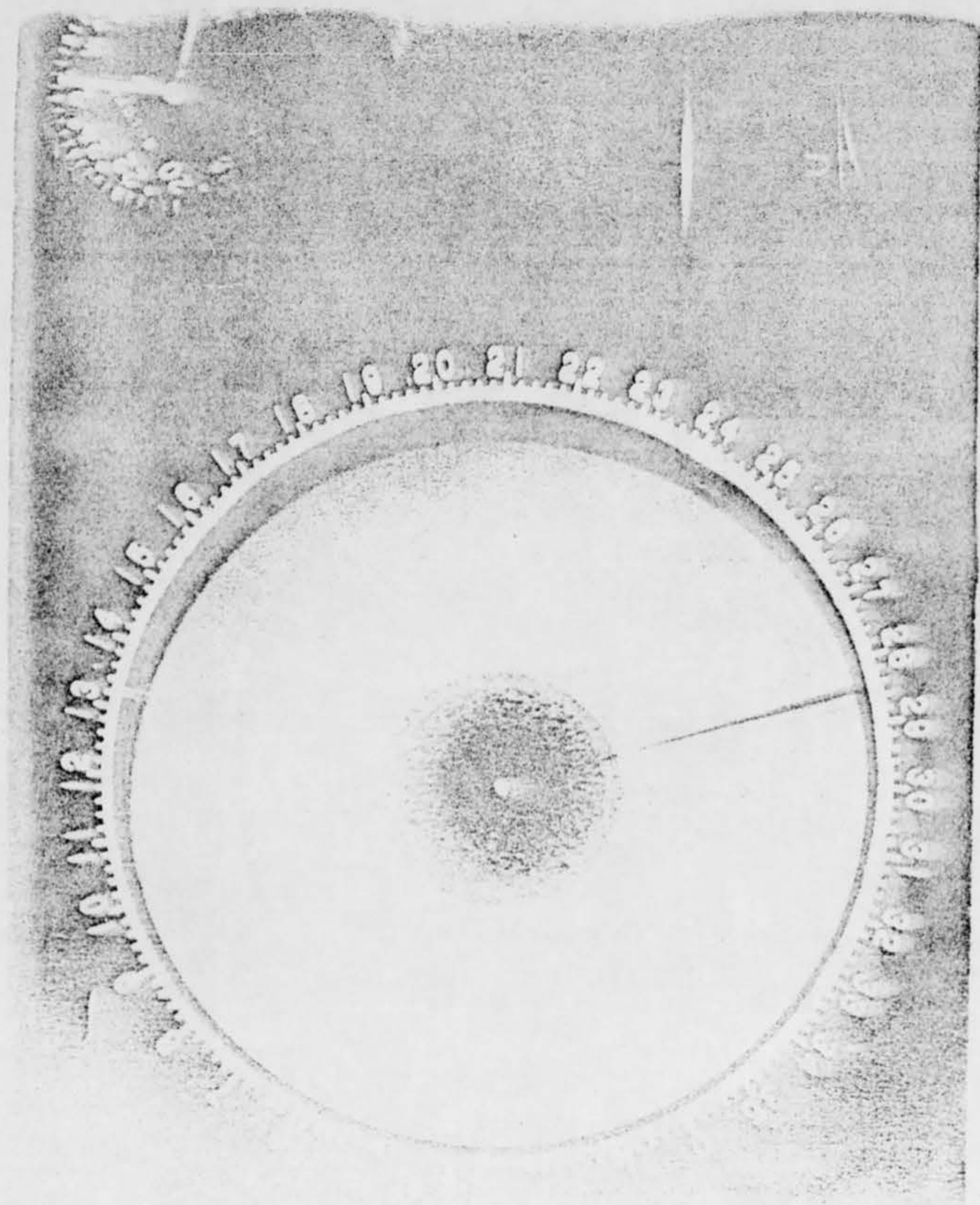
1 Atch
Map, Track of Radar

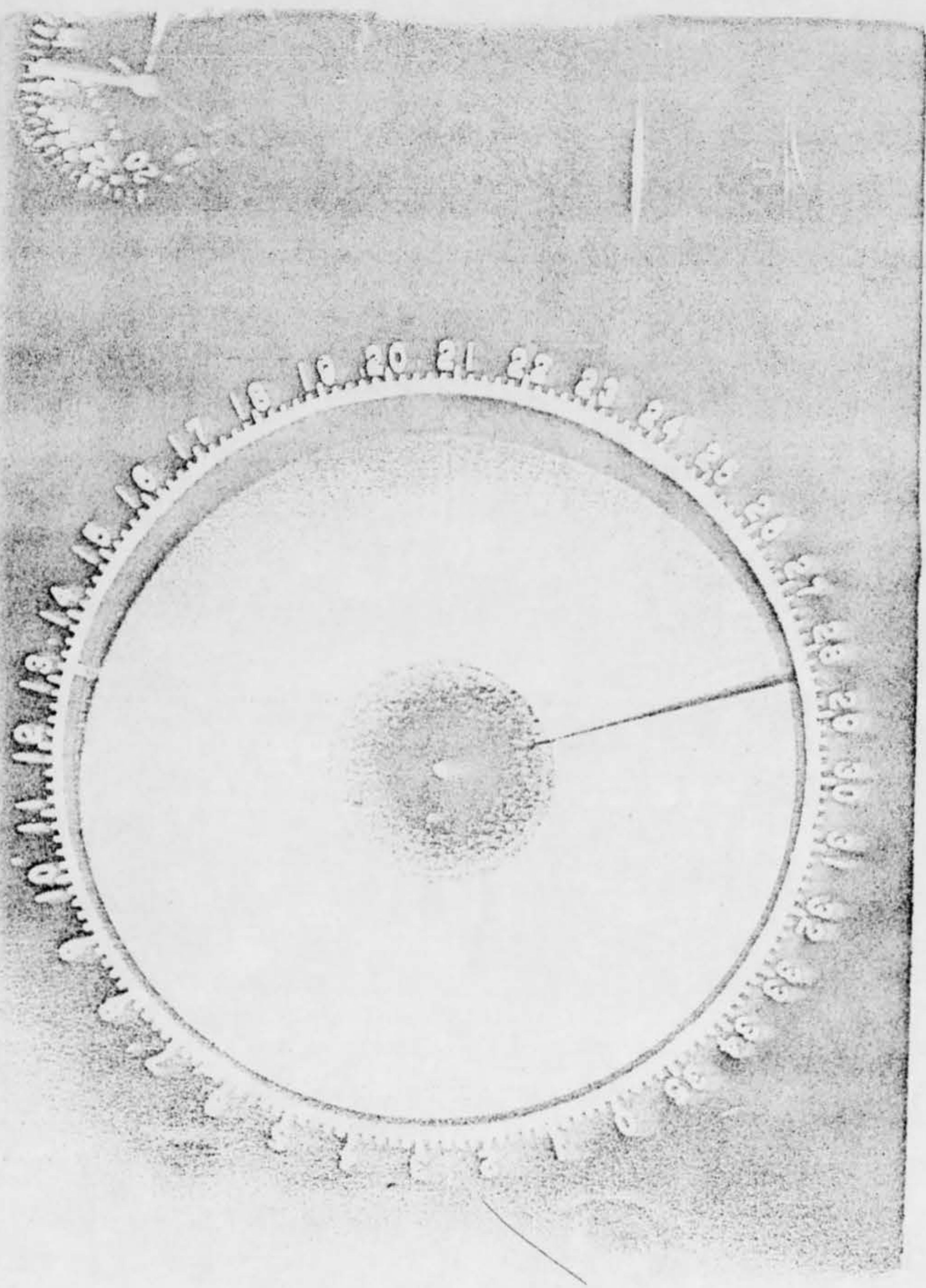


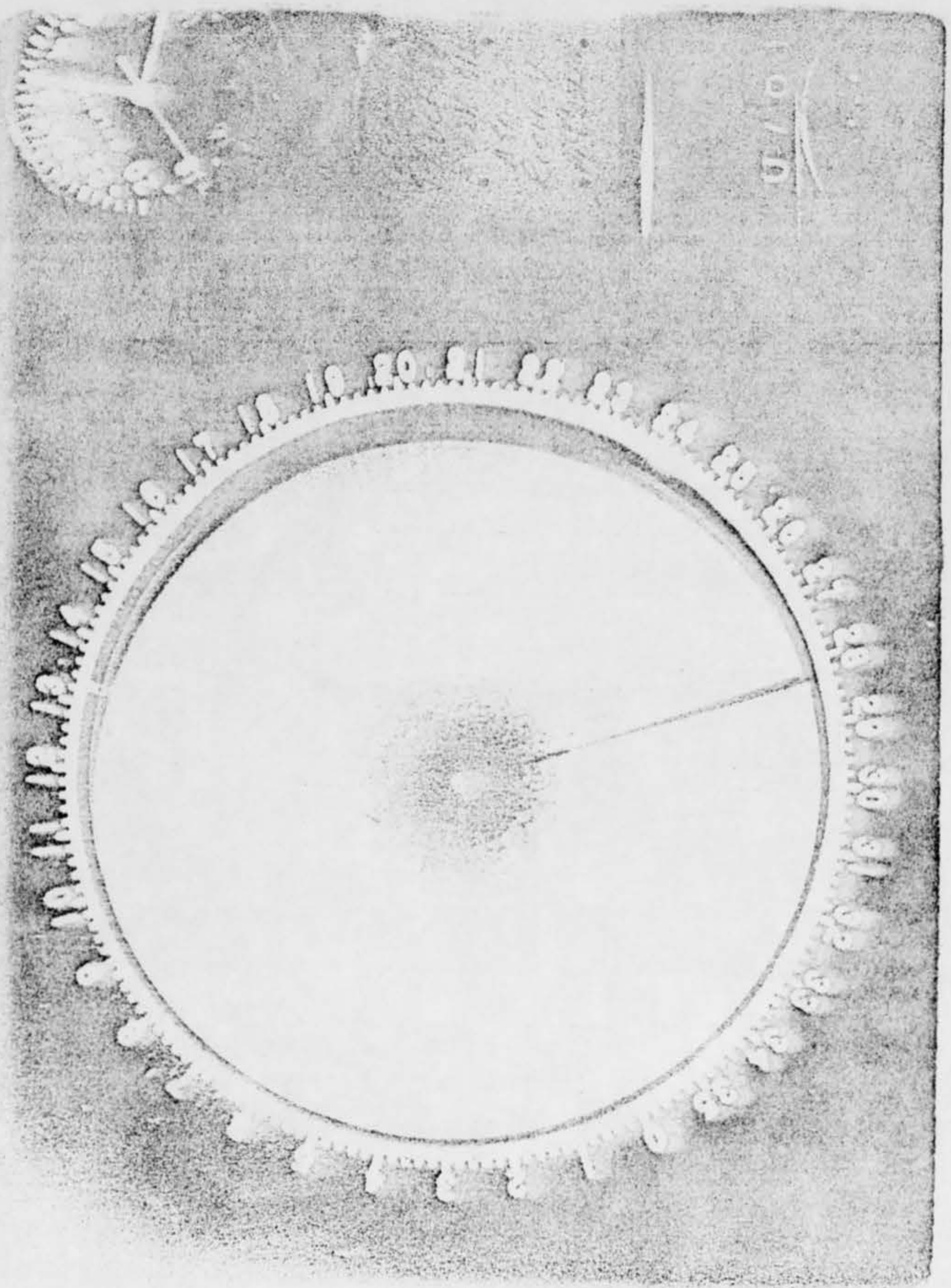


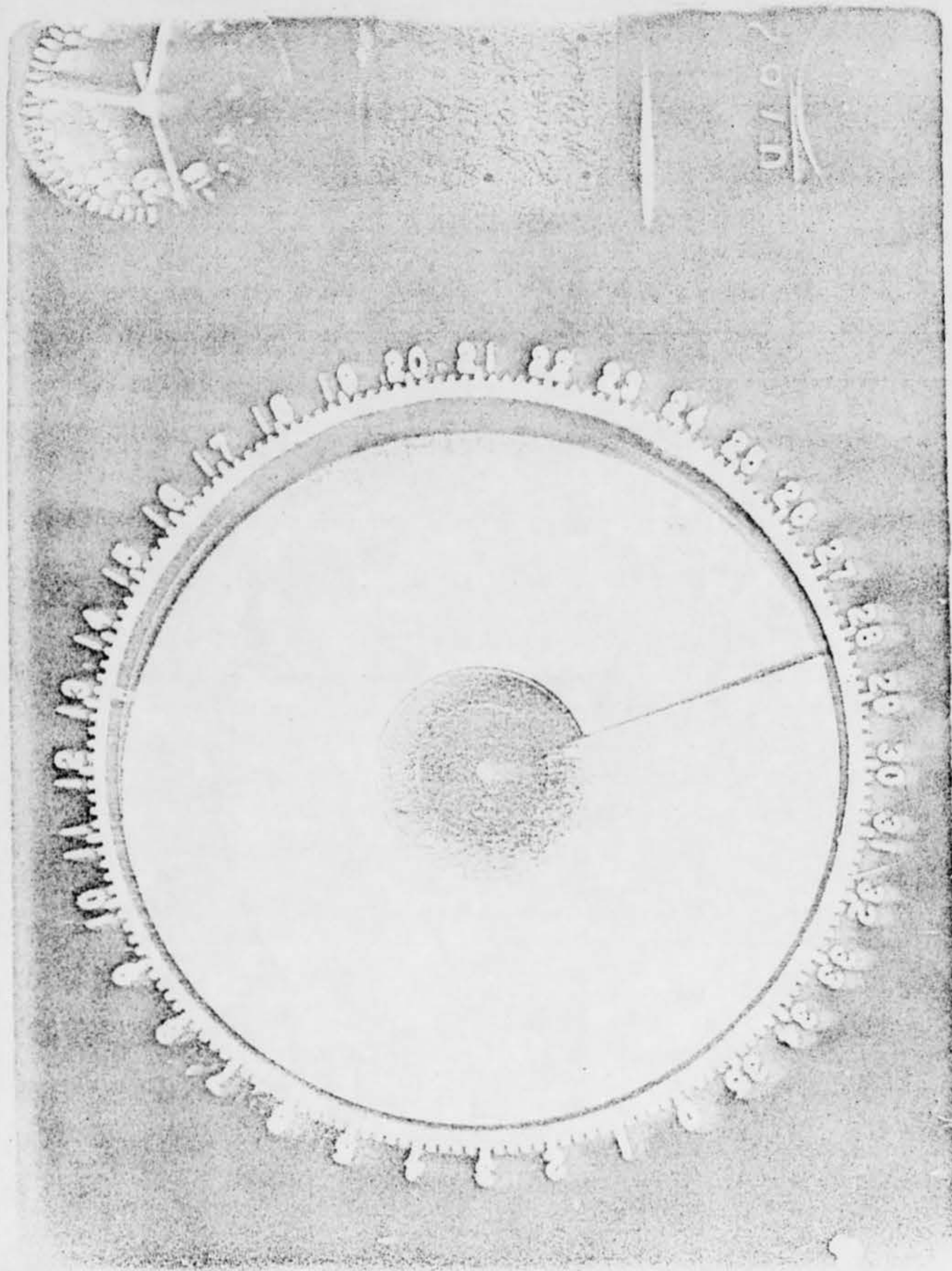


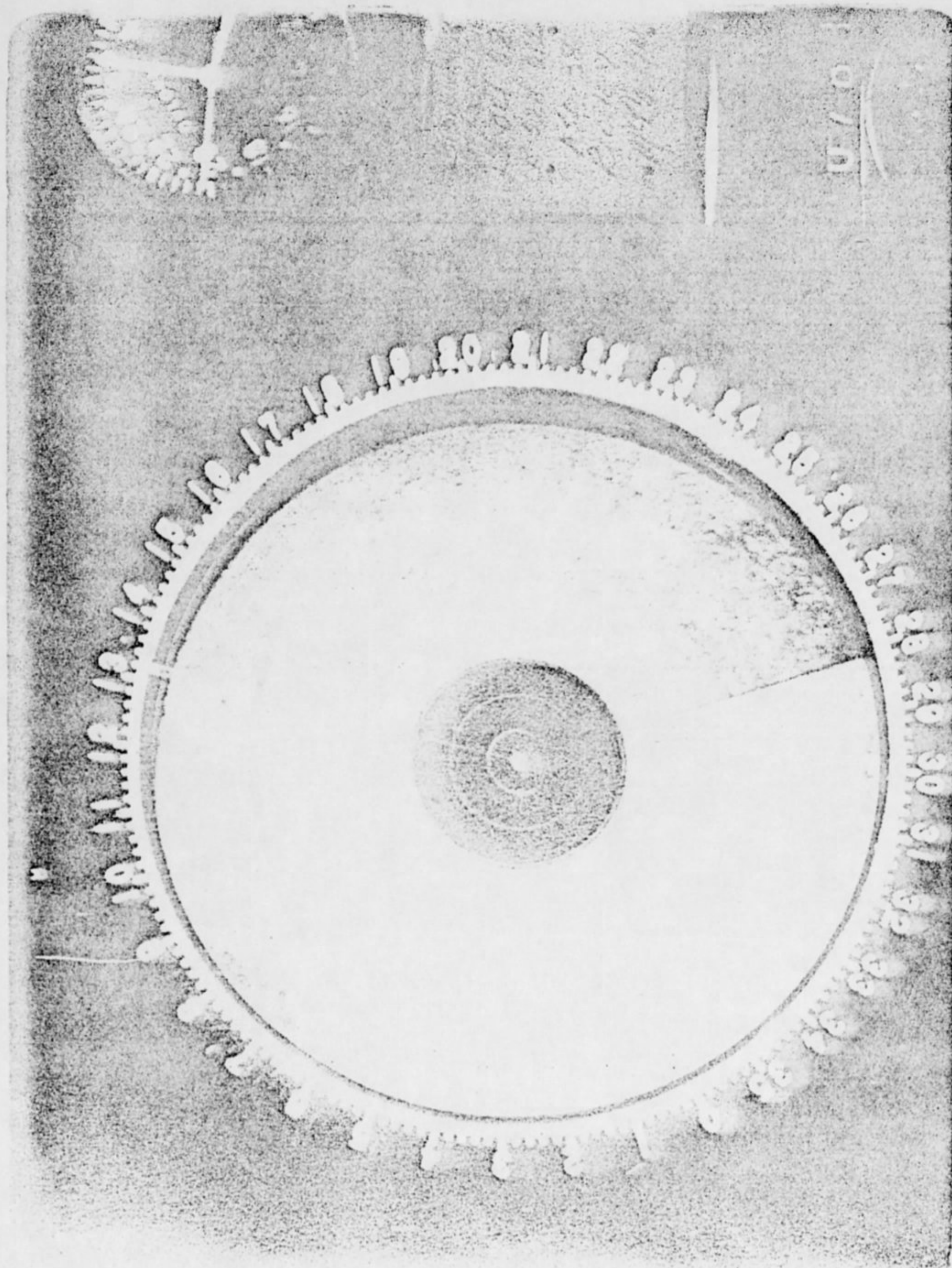


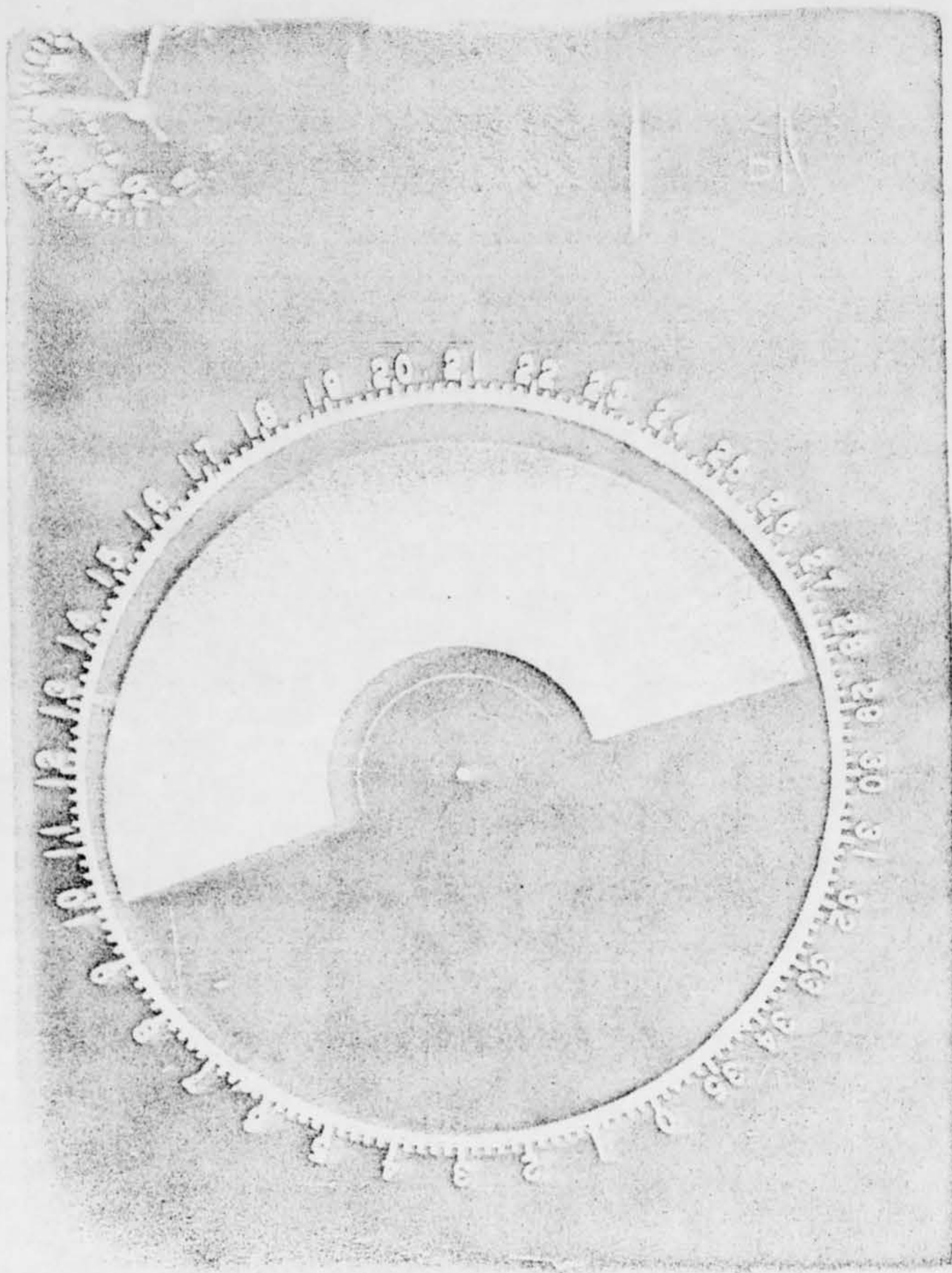












BOWBELL



7

42-45

102-30



~~CONFIDENTIAL~~

INVESTIGATION OF UNIDENTIFIED OBJECT IAW AFR 80-17

1. SITUATION:

a. On the morning of 11 July 1968, a report of an unidentified flying object (UFO) was forwarded to the 5010th Command Post by Sgt Keer of the 6th Strategic Wing Combat Intelligence Division.

b. Sequence of Events:

(1) At approximately 1200Z hours 11 July 1968, Eielson AFB tower personnel observed an orange round object at a low altitude about 18 miles south of Eielson AFB. (See Atch # 1).

(2) Fairbanks Radar Approach Control (RAPCON) was contacted by tower personnel and reported radar returns south of Eielson AFB. (See Atch # 2).

(3) The 744 ACW Squadron at Murphy Dome, located 35 KM west of Eielson AFB, was requested to report any visual or radar sightings in the area in question. No sightings were made.

(4) Tower personnel requested that the 6th Strategic Wing supervisor of flying, Major Gammon, who was on the aircraft parking ramp at the time, come to the tower to observe the phenomenon. At the time of his arrival the object was no longer readily visible; however, a sighting was made with the use of binoculars. Although Major Gammon could not positively identify the object as unusual, his report does confirm its existence. (see Atch # 3).

2. INVESTIGATION:

a. All personnel involved in the sighting were interviewed. (See Atch # 1).

b. The 744 ACW Squadron was contacted, and Captain Wiess, the controller on duty at the time of the sighting, was interviewed. The following pertinent information was obtained:

(1) No radar contact was made.

(2) The altitude of site equipment (3000 ft ASL) would have made radar contact extremely unlikely due to ground clutter, as the object was sighted at low altitude and was slow moving.

(3) No warnings of hazards to flights such as balloon launchings had been received by the site in the recent past.

c. No known unusual weather phenomenon occurred at this time. (See Atch # 4).

d. Area facilities were contacted for pertinent information, with negative results.

~~CONFIDENTIAL~~

1 - 30 NOVEMBER 1968 SIGHTINGS

DATE	LOCATION	OBSERVER	EVALUATION
Nov 8	Bronx, New York		Other (CONFLICTING DATA)
9	124.5'W 36.5N		Insufficient Data
9	North Merrick, New York		Other (GROUND LIGHTS)
13	Fallon, Nevada		Balloon
13	Arcanum, Ohio		Other (GROUND LIGHTS)
13	Sommerville, Ohio		Insufficient Data
14	Duluth, Minnesota		Other (CONFUSING REPORT)
15	Duluth, Minnesota		Astro (METEOR)
16	Memphis, Tennessee		Balloon
17	Bridgeport, Ohio		Other (GROUND LIGHTS)
17	Waterloo, Illinois		Balloon
18	Portage, Pennsylvania		Insufficient Data
19	Hickory, North Carolina		Other (CONFLICTING DATA)
21	Memphis, Tennessee		Astro (ALTAIR)
21	Silver Bay, Minnesota		Astro (VENUS)
21	Fairfield, California		Balloon
23	Newton, Georgia		UNIDENTIFIED
24	Collinsville, Illinois		Satellite
26	Bismark, North Dakota		1. Satellite
			2. Balloon
27	Cassopolis, Michigan		Satellite (ECHO II)
27	Brattleboro, Vermont		Other (UNRELIABLE REPORT)
28	Ontario, California		Other (UNRELIABLE REPORT)
29	Hazelwood, Missouri		Other (CONFLICTING DATA)

ADDITIONAL REPORTED SIGHTINGS (NOT CASES)

DATE	LOCATION	SOURCE	EVALUATION
Nov	Cabo Rajo, Puerto Rico	AF Fm 117	
Nov	Manchester, Ohio	Ltr	
1	Rising Sun, Indiana	Ltr	
2	Manchester, New Hampshire	AF Fm 117	
10	Canal Zone	Msg	
13	Valparaiso, Chile	Msg	
20	Hawaiian Islands	Msg	
30	Elyria, Ohio	FTD Fm 164	
19	Aoyan, Tx		